ISSUE No 1 £1.50

# VOLKS WORLD

## EUROPE'S MOST BEAUTIFUL VW

## THE BEST FROM THE WORLD OF VWs

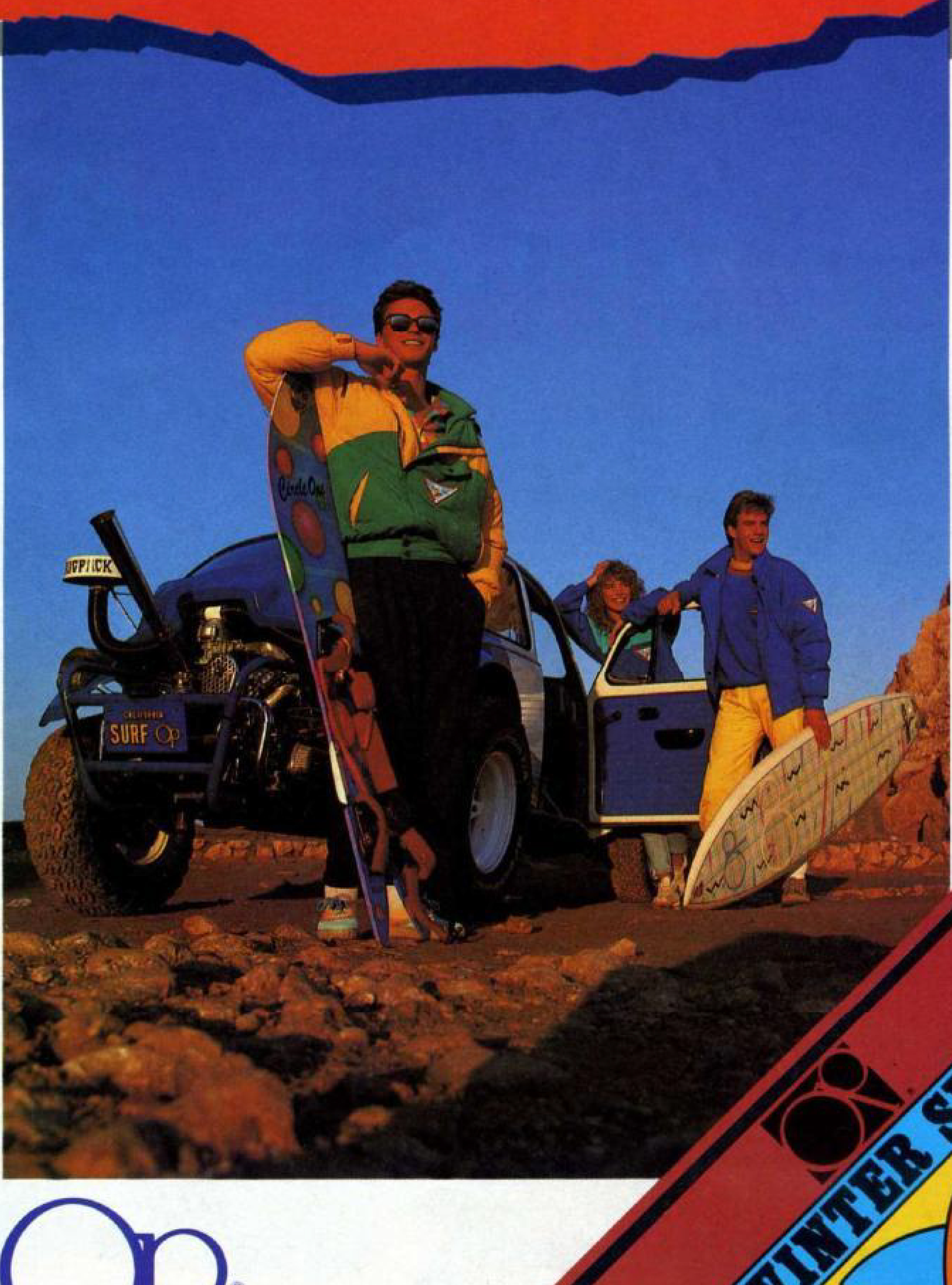
## ZZ TOP BUG

## 145mph GHIA!!

748
Ghia
Car Craft

A LINK HOUSE PUBLICATION

ocean pacific


CALIFORNIA
SURF Op
Circle One

FALL '87

WINTER SURF™
OCEAN PACIFIC

Op®
Ocean Pacific

Ocean Pacific Europe, 4/5 Market Square, Marlow, Buckinghamshire. SL7 3HH
Tel: 06284 76011 Tlx: 846216 OPEURO G Fax: 06284 76367

# VOLKSWORLD CONTENTS No1

**EDITOR**
Keith Seume
**ART EDITOR**
Ian Jones
**PRODUCTION-SUB**
Nancy James
**EDITORIAL SECRETARY**
Sara Clarke
**CONTRIBUTORS**
Beki Adam (words)
Mike Key (pics)
David Fetherston (pics)
**PHOTOGRAPHERS**
Tony Petch
Roger Philips
Norman Hodson
David Darby
Tony Butler
**ADVERTISING**
Steve Dobson
Simon Coe
Ian Stuart-Black
**AD COPY MANAGER**
Elaine Clark
**PUBLISHER**
Terry Grimwood

**EDITORIAL OFFICES**
Volksworld, Link House,
Dingwall Avenue, Croydon,
Surrey CR9 2TA
Tel: 01 686 2599

A LINK HOUSE
PUBLICATION

Distributed by
Newstrade Link,
1 Benwell Road,
Holloway,
London N7 7AX

**INTRO** 5
Welcome to Volksworld!

**RADICAL IN RED** 6
Two red-hot Karmann Ghia Cal Lookers

**BEAUTIFUL IN BLUE** 11
Europe's Most Beautiful VW – that's official

**RESTO-CAL** 16
A neat blend of restored and custom

**KAREN'S KAR** 20
Karen Monk's 1960 sunroof Beetle

**FAST 'N' SLOW** 22
A tale of two trick Type 3 Fastbacks

**BUG RESTORATION** 30
What it takes to get a rot-free Bug

**NOT FOR PLAY!** 34
You want VW toys? How about 1500?

**ZZ SOFT-TOP** 36
The Texas rock band's radical Cabriolet

**SERVICE GUIDE** 41
Area by area listing of all UK VW specialists

**BUG JAM '87** 50
Four pages of colour from the best VW meeting ever

**SHOW 'N' SHINE** 56
The brightest Buggy in captivity!

**QUARTER POUNDER** 60
Bob Godfrey's radical drag racer

**THE CAL LOOK STORY** 66
A history of the dropped front, dechromed style

★★★

**BEETLE PARTS: EXCLUSIVELY!**
**CAL-LOOK: TUNING: CUSTOM**
**BAJA: RESTORATION: BUGGY**

# Limited Edition

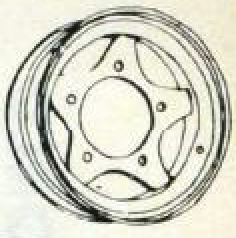
**VOLKSWAGEN CUSTOM**
**& PERFORMANCE PARTS**

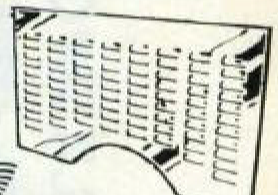
**THE U.K's LEADING AMERICAN STYLE VW STORE**

## NEW SCAT PROCAR

**SEAT AND INTERIOR PACKAGES**

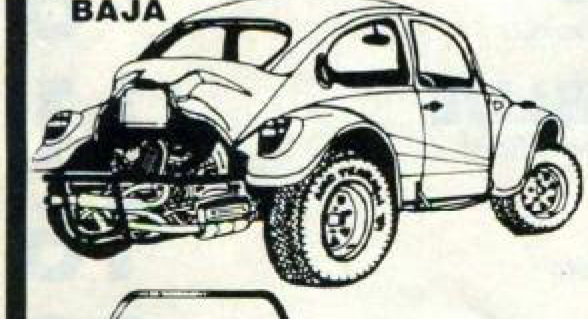
**SAVE-A-BEETLE**
**VOLKSWAGEN REPAIR & RESTORATION PARTS**





The ultimate interiors, exclusively from us. Reclining seats with headrests, from **£229.50** a pair, featuring unique bolt-in fitting. Plus matching rear seat covers, door & side panels, centre consoles and rear parcel shelves.

**CALIFORNIAN BAJA**

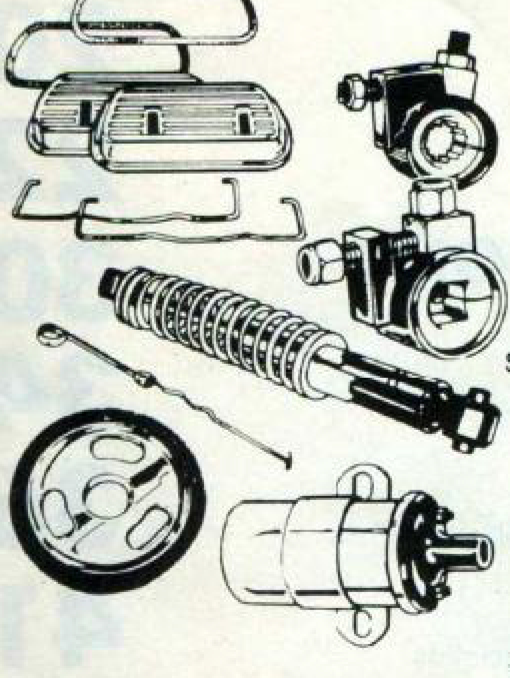


Californian Baja, seven piece panel kit **£195.00**
Chrome coil spring & shocker units, rear pair **£44.50**
Baja extractor exhaust systems, from **£49.75**
Waterproofing kit, coil & distributor, yellow, blue or red **£2.95**
Bosch '009' centrifugal performance distributor **£43.50**

Johnny's
Speed and Chrome

Transparent '009' distributor cap, clear, red or blue **£5.95**
Stainless coil cover & bracket **£3.25** – Blue coil **£8.80**
Silicone ignition lead set, yellow, red or blue **£8.95**
Californian Dune Buggy, kit for unmodified chassis **£525.00**
Rear bumper cage, black powder coated **£35.75**

Buggy dual exhaust systems, from **£54.95**
Chrome fan belt guard **£12.95** — Crankshaft bolt **£3.35**
Engle performance camshaft & gear, various types **£69.85**
Chrome Solex air filter **£8.95** — 'See thru' fuel filter **.95p**
Urethane heavy duty gearbox mounts set **£19.75**

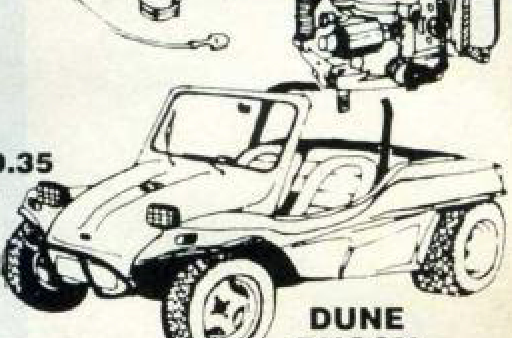


Tuned single quiet-pack exhaust **£45.00**, with dual silencers **£68.00**
Kadron sports exhaust **£29.00** — Monza GT 4 outlet system **£59.75**
Stainless dynamo cover **£4.45** — Chrome mounting strap **£2.75**
Alloy valve covers, clip-on, pair **£15.95** — Bolt-on **£16.95**
Chrome dynamo pulley **£7.20** — Chrome nut & washer **£3.15**

Chrome dipsticks; stock **£3.60**, long **£4.50** — Domed oil cap **£2.20**
Standard size degree marked crankshaft pulley, black, blue or red **£20.25**
Louvered stainless firewall **£29.00** — Polished heater hoses **£2.95**
Generator backing plates, three types from **£6.80**
Chrome distributor clamp **£2.60** — Oil filler assembly **£7.15**

Magnetic oil drain plug **£1.85** — Chrome sump plate **£5.55**
'Empi' style alloy wheels, black, silver or gold **£52.50**
White 8 spoke wheels, in sizes up to 10'' x 15'', from **£25.95**
Centre spinners for Empi wheels, 2 or 3 eared, set **£24.85**
Stainless steel louvered running boards, pair **£28.50**

'Baby Turbo' mirror, red, white or black **£9.75** — 'Baby Tornado' **£10.35**
Front beam adjuster **£15.50** — Gas adjustable shocker **£23.95**
Cal-look window rubber sets, from **£29.95**
'T' nerf bars, chrome or black, pair from **£10.35**
One piece door window kit, clear glass, pair **£42.50**



**DUNE BUGGY**

Access — TELEPHONE ORDERING — VISA

Polished window winder handles, pair **£5.45**
Leather rim wheel & boss; black **£17.75**, red/white/grey **£20.75**
Flared GRP wide wings, front or rear, pair **£49.50**
'Whale-tail' rear spoiler and engine cover panel **£89.50**
Combined front bumper and spoiler unit **£28.50**

## PHONE
## 0925 822226

**All prices subject to V.A.T. at 15%**

The items above are just a small selection of our stock range of over 600 lines especially for the VW Beetle.
Please send £1.00 for our 1987 Catalogue

**Nationwide Mail Order Service**
Personal Callers & Credit Cards Welcome
Open: 9.15 – 5.45 Monday to Friday
plus 10.00 – 3.00 Saturdays.

***LIMITED EDITION, 16 GREYS COURT, KINGSLAND GRANGE, WARRINGTON, CHESHIRE WA1 4SH***

# INTRO

How else can I start this page other than by saying 'Welcome to *Volksworld*'? For a long time now there has been a plaintive cry from Volkswagen lovers for a magazine that paints a brighter, more colourful – dare I say more modern? – image of the current air-cooled VW scene. Hopefully, *Volksworld* will satisfy that demand with its heavy emphasis on feature cars, high colour content and stylish presentation. As we say in our publicity blurb, there has never been a magazine like it!

Similarly, there has never been a time when the Beetle and its air-cooled brethren have been more popular – it seems that at every show you go to the number of 'new' cars seems to grow by the day, be they restorations, runabouts or the now ubiquitous Cal Look customs.

The Beetle is 'in' – and how! A few years ago, you couldn't have given away a rusty Oval Window but now the demand for early cars far outstrips the supply. This accounts for the steady increase in popularity of the previously unloved Type 3s and more expensive Ghias. If it's air-cooled and made by VW, it's desirable.

Anyway, about this issue: we've tried to get a good cross-section of what's happening out there in Volksland at present – yes there are quite a few Cal Lookers (including Chris Jory's simply stunning '53), but go to any VW show like Bug Jam and that's what you'll find. However, Brian Burrows' LDV goes to prove that the Beach Buggy is alive and well in '87, Bob Godfrey's Ghia shows what it takes to crush the opposition on the quarter mile and ZZ Top's new radical Cabriolet simply proves why the USA is still number one when it comes to customising. Beki Adam's story on the wild Texan Beetle can be found on page 36. Incidentally, if you want to read more about the car, Beki has just written a book called *Star Cars* (Osprey, £9.95) in which she details both this and many other cars of the stars.

Although I hope you don't have to refer to it too often, the section on restoring a rusty Beetle to its former glory should give newcomers a pretty sound idea of just what is involved in repairing these so called 'rot-free' cars. Likewise, our Service Guide will point you all in the direction of your local VW specialist should you need that hard to find part.

Before I go and let you read this issue, I should just tell you about poor Karen Monk's '60 sunroof Beetle that's on the cover and pages 20 and 21. A few days after the photographs were taken, Karen's home was flooded to a depth of several feet by a freak flashflood. Trouble is, the car was in the garage at the time and itself became all but submerged. Yup, everything that could be was filled with muddy water – even the speedo still carries a tide mark! Worse still was the fact that paint tins lost their lids – and contents – in the flooded garage depositing Hammerite paint all over the car!

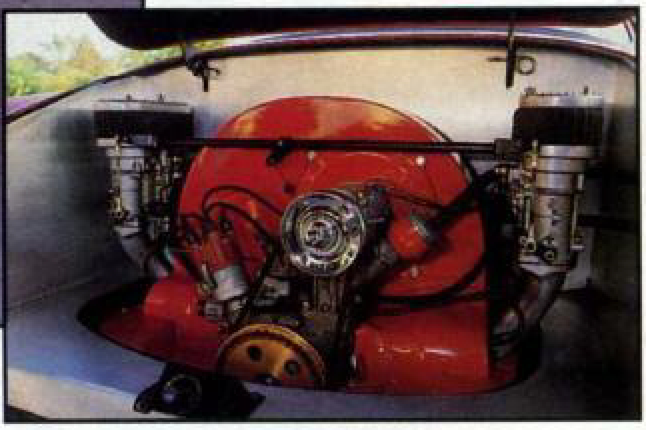
Fortunately, after many hours of hard work, the car is almost back to its former pristine condition and has in fact been treated to a set of EMPI-style five-spoke wheels. I think I would have broken down and cried had it been my car....

Enjoy *Volksworld*, and drop me a line to let me know what you think, OK? See you in issue No 2! **KS**

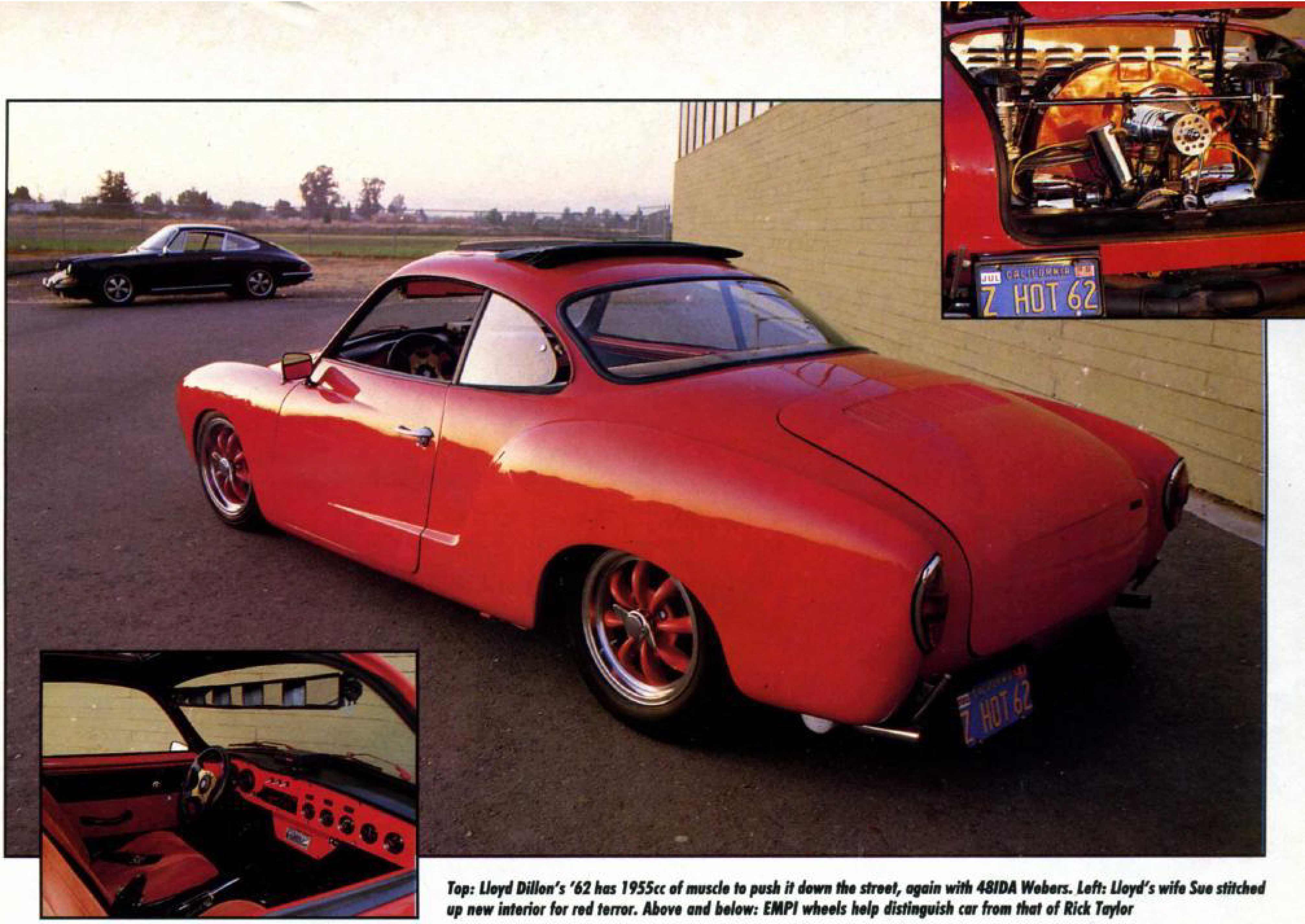
CALIFORNIA
DZX 473

# RADICAL IN RED

***Take two Karmann Ghias, spray them red, drop in a hot motor or two and what do you get? How about a perfect pair of red hot Cal Lookers that can more than hold their own at the stoplight? You have to ask: who needs a Porsche?***



***Right:* Rick Taylor's '61 runs a 2087cc street screamer with Engle cam and 48IDA Webers that's good for 150bhp or more. *Top:* Interior had to be completely re-done due to neglect. *Above and below:* From any angle, Rick's Ghia looks neat**



*Top: Lloyd Dillon's '62 has 1955cc of muscle to push it down the street, again with 48IDA Webers. Left: Lloyd's wife Sue stitched up new interior for red terror. Above and below: EMPI wheels help distinguish car from that of Rick Taylor*

▸

# RADICAL IN RED

Rick Taylor is, like the rest of us, a VW fanatic and through his wheeling and dealing on dozens of Veedubs he came across the red beauty you see here. Not that it looked quite this way when he first got the title documents, but we'll come to that in a moment.

In 1980 a lady postal worker from Santa Rosa offered Rick a good deal: her '61 Karmann Ghia coupé in exchange for his old VW Camper. The Type 2 had a good body but no motor, while the Ghia had a good engine but rough bodywork. The deal was struck which saw Rick tow home an engine-less Ghia while the postal worker drove off in her Ghia-engined Camper.

Rick estimates that the Ghia had been round the clock at least three times: the body was well used with paintwork worn through and some surface rusting. The interior was a mess of torn plastic, horse-hair and springs all hanging off the seat frames. However, none of this was of any real concern to Rick – the body was basically sound and that's all that mattered.

From his collection of engines, he extracted a good pair of cases on which to build up a street'n'strip motor. Using a Scat stroker crankshaft and a set of big-bore barrels and pistons, Rick built a 2087cc complete with Berg oil-pump, Bosch 009 distributor and ported heads with Manley stainless valves.

Sitting on top of some tall CB Performance manifolds is a pair of mighty 48IDA Webers, these being the 'biz' on street and strip in the USA. All moving parts were lightened, balanced and blue-printed for quicker response and longer life.

With its Engle camshaft, the engine pumps out in the region of 150bhp at 7000rpm – the quarter-mile times of 13.5 seconds at 98.5mph being proof enough of the car's potential. That is quicker than the average Porsche and on par with a Turbo – no slouch, eh?

Unfortunately, these drag strip forays have seen the death of three transaxles, but hopefully a Super-Diff and polished axles will put an end to such antics.

In restoring the Ghia, Rick has been very careful to do a first class job, thinking out his work methodically in order to achieve a top show'n'go car. Arnold Birky laid on the Porsche India Red.

And that isn't the only Porsche touch on this red missile: a complete set of 356C disc brakes can be found allowing the ready fitment of Porsche five-spoke alloy wheels.

The interior features a mildly reworked set of seats with a dashboard housing a Porsche 914 tacho and sundry VDO gauges.

If you think that the average California car only gets driven on high days and holidays, then think again. Rick Taylor's red ride has seen over 70 trips down the drag strip and over 20,000 miles on the road. Rick does, however, have a policy of stripping down the engine every 15 runs to check it out – a wise precaution when you consider the stress any drag race motor has to put up with.

He has successfully shown the car at the Med-Fly Nationals where he got a first in the Ghia class, followed by a second at the Bug-O-Rama in the competition class. However, not content (is anybody ever?) with this, Rick plans to further increase the size of the motor and have a crack at that elusive 100mph barrier on the quarter mile. As far as Porsches are concerned, that means just one thing: it's red for danger!

Lloyd Dillon's '62 Karmann Ghia is the result of four year's hard labour and the end result is one smooth looking Cal cruiser with enough power to hold its own at the stop lights.

Almost inevitably the Ghia has been sprayed Porsche India Red, but then why not when these slick coupés look so good in that hue? The bumpers have all been removed to make way for a set of tiny trick nerf bars that help accentuate the roundness of the bodywork at the front and back. All the stock trim has been removed and the holes filled to further emphasise the curves.

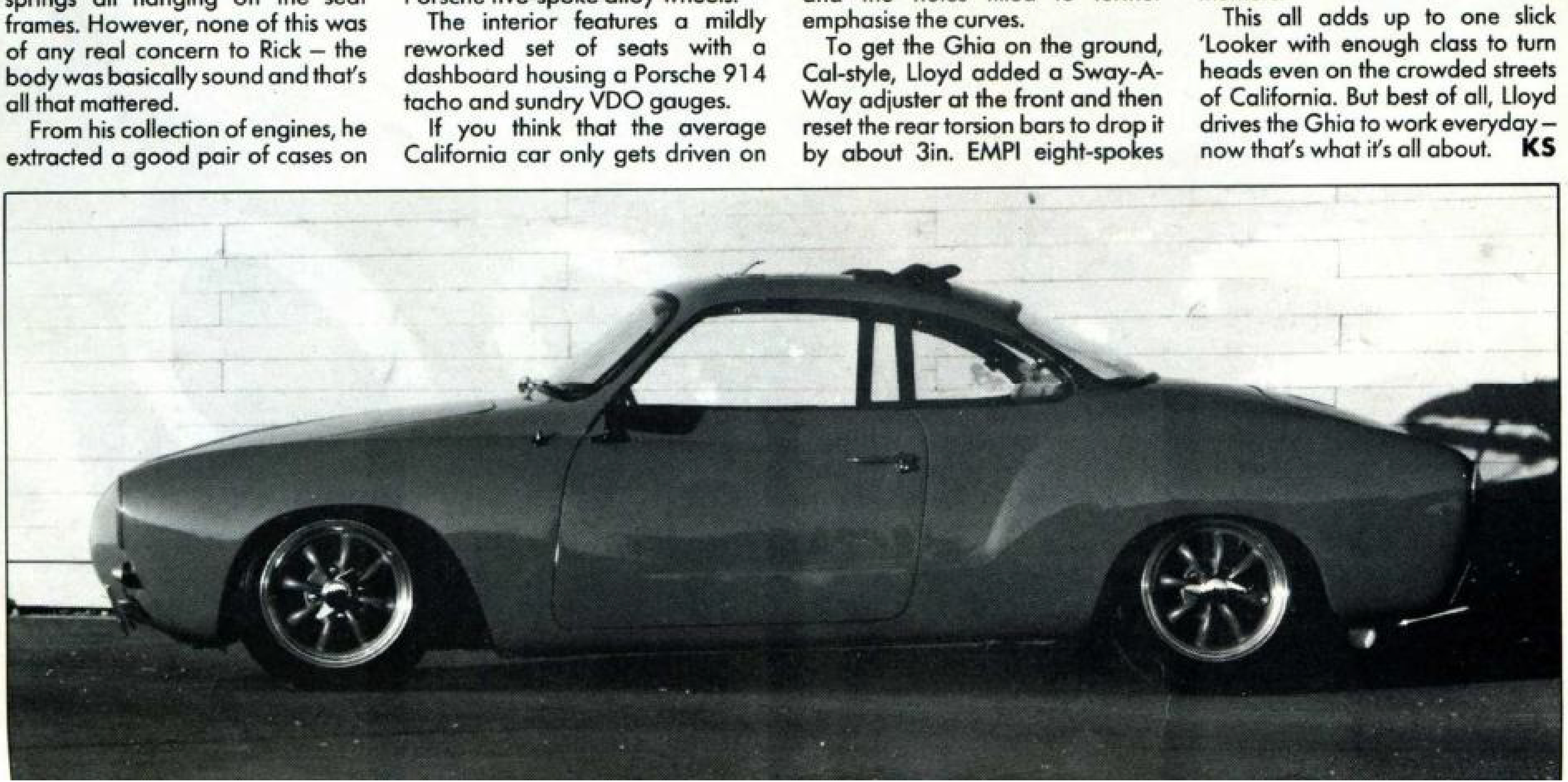
To get the Ghia on the ground, Cal-style, Lloyd added a Sway-A-Way adjuster at the front and then reset the rear torsion bars to drop it by about 3in. EMPI eight-spokes shod with 135 and 165 rubber complete the Cal Look.

The chrome trim round the windows was blacked out while the rear quarter windows were treated to some custom etching – a nice touch on an altogether well detailed car. Further neatness abounds on the interior where Lloyd's wife Sue has stitched up some new covers for both front and rear seating. A reworked dash with extra gauges and hi-power stereo completes the package aside from the sunroof – well, what do you expect to find on a car that lives in California? It would be a shame to let all that sun go to waste.

The engine is a delight: backed up by a louvred aluminium firewall and featuring a mass of chrome and detailing, it measures a healthy 1955cc thanks to Claudes Buggies' crank and some 90.5mm Cima barrels and pistons. An Engle 120 camshaft pops the Manley stainless valves open in the ported and polished heads, while an 11lb flywheel helps things spin along nicely. Did you notice the trick cover over the Bosch 009 distributor, designed to look like the engine runs a magneto?

Carbs are the ubiquitous 48IDA Webers bolted to a pair of long manifolds and opened by a chromed crossbar linkage. Exhaust gases exit by way of an S&S header system fitted with dual quiet mufflers.

This all adds up to one slick 'Looker with enough class to turn heads even on the crowded streets of California. But best of all, Lloyd drives the Ghia to work everyday – now that's what it's all about. **KS**

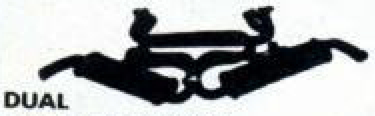


# GERMAN · CAR · COMPANY

**1075 LONDON ROAD (A13) LEIGH-ON-SEA**
**ESSEX, SS9 3JP.**
**Send £1.50 for Full-Cal-Look Catalogue**

**TEL (0702) 710394**
Parts over the Phone.

## EXHAUST KITS



**DUAL QUIET EXHAUSTS**

| | |
|---|---|
| Empi large flange muffler for Bugs and Ghias | £69 |
| Kadron Small flange muffler for Bugs and Ghias | £55 |
| Kadron Small Flange muffler, single quiet pack for Bugs or Ghias | £39 |

## The Best Deal In Town

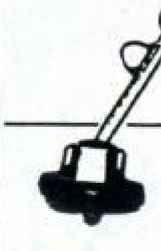
## Empi Style 8 spoke Package

Empi Style 8 spoke Package

Includes 4 wheels, set of chrome knock offs, your choice 3 or 2 spoke and complete set of chrome wheel bolts £250

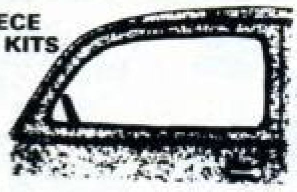
4 Lug Porsche
5 Lug Porsche
4 Lug Wolfsburg
5 Lug Wolfsburg
Your Choice **£50 set or 4 or £16 Each**

## SHIFTERS



Empi Trigger Shifter. Long or Short Stick **£39.95**

## ONE-PIECE WINDOW KITS



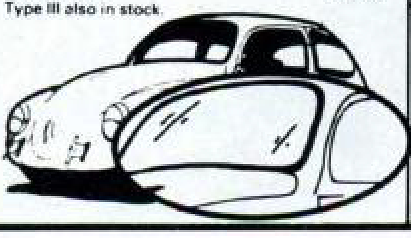
| | |
|---|---|
| Complete kit for Bugs upto 64 | £73 |
| Complete kit for Bugs 65 onwards | £73 |
| Complete kit for Type III | £73 |

## Cal-Look Rubbers

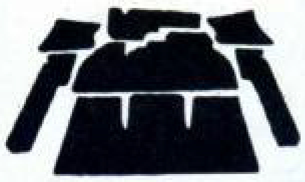
The Best. West Coast Metric Cal-Look Window Rubbers

| | |
|---|---|
| Bugs-Oval, Early, Late 4Pc set | £40.25 |
| Super Beetle 4Pc set | £41.95 |
| Ghia 2PC set | £42.95 |

Type III also in stock.



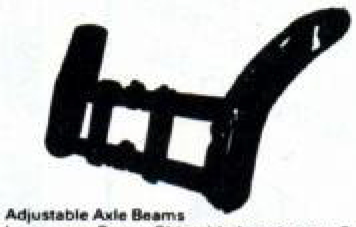
## CARPET KITS



7 Piece in Black or Gray, High Quality.

| | |
|---|---|
| Bug Kits | £39 |
| Ghia Kits | £80 |
| Type III | £50 |

## Adjustable Axle Beams



Adjustable Axle Beams
Lower your Bug or Ghia with these beams. Each beam has two torsion adjusters welded in to place allowing up to 3½ inches of travel.

| | |
|---|---|
| Ball-Joint lowered beam new | £139.95 |
| Ball-Joint lowered beam Exchange | £99 |
| Link-Pin Lowered beam Exchange | £99 |
| Torsion Adjusters only, Ball-Joint or Link-Pin | £29.95 Pair |
| Short Shocks Link-Pin | £29.95 Pair |
| Short Shocks Ball-Joint | £29.95 Pair |

## Empi

Delux Chrome Engine Dress up Kit.
Includes, Distributor clamp, coil cover, oil cap, Generator pulley & nut, engine pulley nut, sump plate, dip stick, oil filler tube, generator strap, backing plate and a pair of rocker covers.

Total cost £64. Kit £38.95 Save £25.

ALL PRICES INC. V.A.T.

### ORDER FORM

Please send me ..........
..........
..........
Make/Model of car .......... Year ..........
I enclose cheque/P.O. for £ .......... Inc, P&P
Name ..........
My address ..........
..........
Please debit my Access/Barclay/Trustcard/Visa
Account Card No. .......... Tel. No. ..........

Or just phone your Card No. through. If sending cheque please allow 7 working days for cheque to clear: P.O. and Credit Cards despatched same day.
All prices were correct at time of Press.
Please add 10% to total order cost for post & packing

**GERMAN CAR CO.** FREEPOST
1075 LONDON RD, LEIGH-ON-SEA,
ESSEX SS9 4BR

OFFERS SUBJECT TO STOCK

**The Sunday Scene**, the 3rd Sunday in every month held at our store. Extra discount and Cal.-Lookers. Come and Kruise the Golden Mile.

RETAIL SHOP OPEN 7 DAYS A WEEK

---

# *You can't get a much better recommendation than this!*

"In fact, Boge's engineers have got their sums exactly right. Ride quality is barely altered: there is none of the harshness which is a characteristic of some sports suspension kits. At the same time, handling and steering have been substantially improved. The turn-in to corners is much quicker and more precise and the suspension much more controlled on bumpy or undulating surfaces.

Previously, the car had not been entirely happy on very fast 'S' bends. As one driver commented, it was almost as though the centre of gravity changed position as the car drove through. Now this characteristic has been eliminated and fast driving feels much safer.

We can thoroughly recommend this kit. It is not expensive at around £245 including VAT and provides an excellent compromise between handling and comfortable ride."

*V. W. Audi Car August '87*

SPRINT SUSPENSION TUNING KIT
BOGE

**Transform the handling of your car by fitting a BOGE Spring Suspension Tuning Kit**

for Audi, B.M.W., Ford, Opel, Saab, Vauxhall and V.W. Models, each kit contains four High Performance BOGE Dampers and four Chrome Vanadium Steel Coil Springs designed to lower the car's centre of gravity and stiffen the suspension, thereby reducing body roll to a minimum.

**RING ASHLEY BANKS LTD. FOR ALL YOUR SHOCKS – 0778 36 651**
5 KING ST., LANGTOFT, PETERBOROUGH. PE6 9NF

---

# REPLACEMENT CARBURETTORS FOR VW/AUDI FROM AS LITTLE AS £85.50 + VAT.

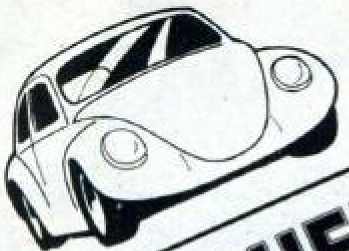
**Weber Replacement Carburettors for Golf/Jetta Range from £85.50, Passat/Audi 80 Range from £85.50, Audi 100/Santana Range from £111.**

All-round performance goes up, running costs come down! And fitting's so easy and fast – you'll do it in under an hour, without expert knowledge or special tools. There are Weber carburettors for most makes of car. Call your local dealer – look under Carburettors in Yellow Pages.

**WEBER** Weber Concessionaires Limited

**VW AIR COOLED SPECIALISTS**

*FROM REPLACEMENT PARTS TO HIGH PERFORMANCE
FROM THE BASIC TO THE TRICK WE GIVE
PERSONAL ATTENTION AT ALL TIMES.*



**KINGFISHER KUSTOMS**

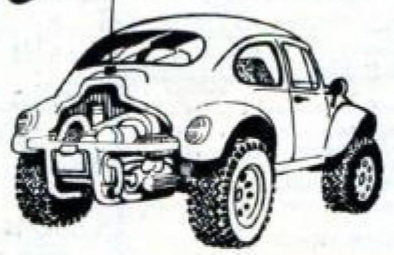
UNIT 21-22, MORNINGTON ROAD, SMETHWICK, WARLEY,
WEST MIDLANDS, B66 2JE. TELEPHONE 021 558 9135

**EVERYTHING FOR THE ENTHUSIAST**

SERVICE + PARTS + BRAKES+ EXHAUSTS + CLUTCHES +
WHEELS + TYRES + MOT PREPARATION + ELECTRICS +
BODY PANELS + REPAIRS + STANDARD BEETLE, BAJA
AND KAL KITS + THE KANGO A UNIQUE ASSEMBLED BODY
OUR OWN KOMBAT BUGGY AVAILABLE IN MANY KIT FORMS
+THE CHENOWTH THE LEADING OFF-ROAD RACING FRAME

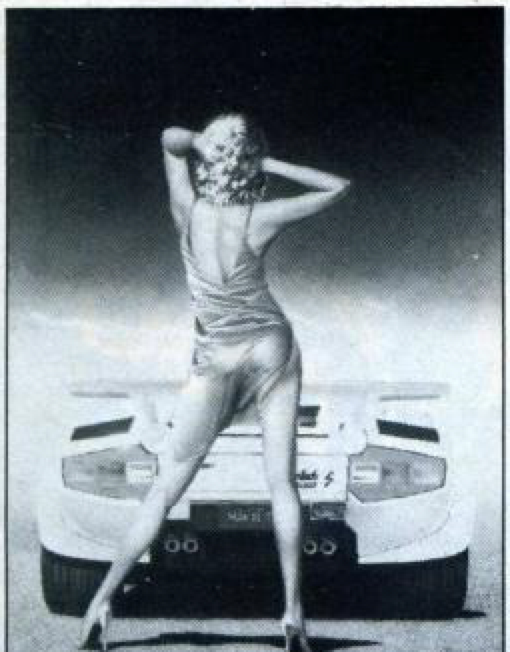
**CHECK OUT OUR PRICES /**

TELEPHONE **021 558 9135**
or for catalogue of the KK range.
Please send £1.50 inc P&P.

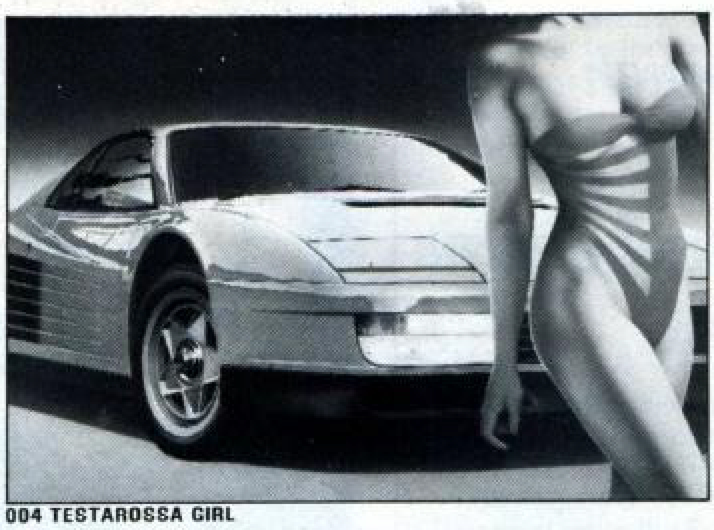


**CYCLONE**

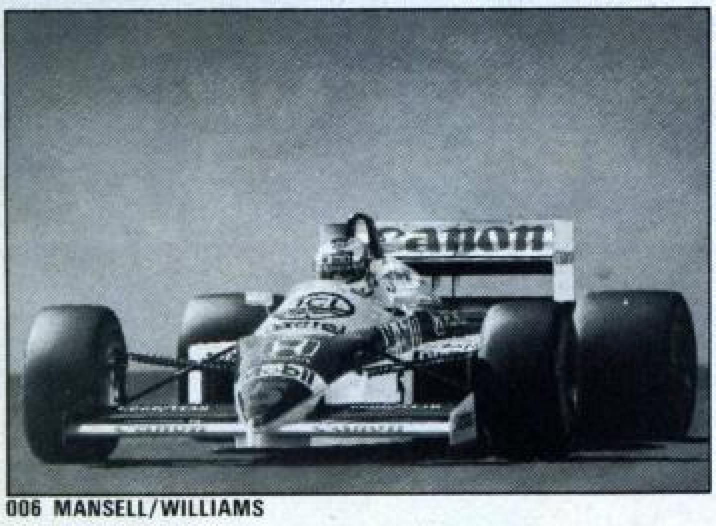
CYCLONE WHEEL WAREHOUSE
15 WEST STATION YARD
SPITAL ROAD
MALDON ESSEX
TEL: 0621 58912



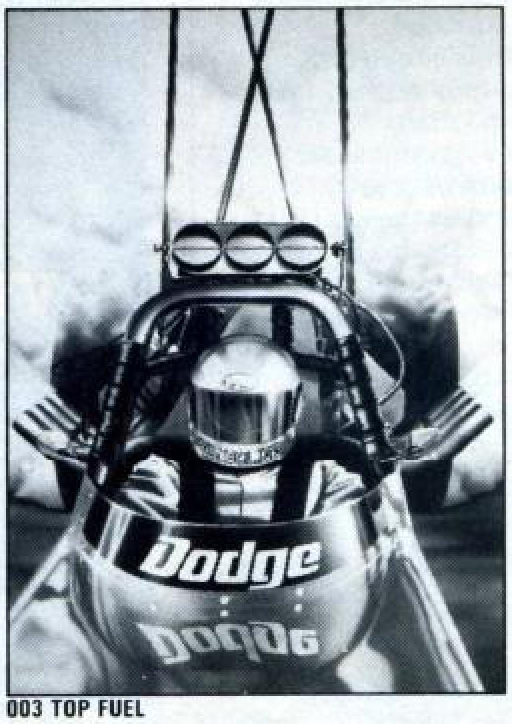
001 MAKIN IT



004 TESTAROSSA GIRL



006 MANSELL/WILLIAMS



003 TOP FUEL

**VISAGE**
DESIGN

**FULL COLOUR**
**SUPERB QUALITY**
**AIRBRUSH POSTERS**

Size A1 (33" x 23") £3.95 each including VAT, postage and packing.

**TO ORDER:** Fill in the form below stating number of posters required in boxes and send with cheque/postal order payable to VISAGE DESIGN.

**TO: VISAGE DESIGN
FREEPOST
SOUTHEND-ON-SEA
SS2 5BR**

**No stamp required. Allow 28 days for delivery.**

State number required in boxes.
☐ **001 MAKIN IT**
☐ **006 MANSELL/WILLIAMS**
☐ **003 TOP FUEL**
☐ **004 TESTAROSSA GIRL**

I enclose cheque/postal order for
£_____ Payable to VISAGE DESIGN
Name____________________
Address____________________
VW Postcode__________

**Trade enquiries welcome.**

# BEAUTIFUL IN BLUE

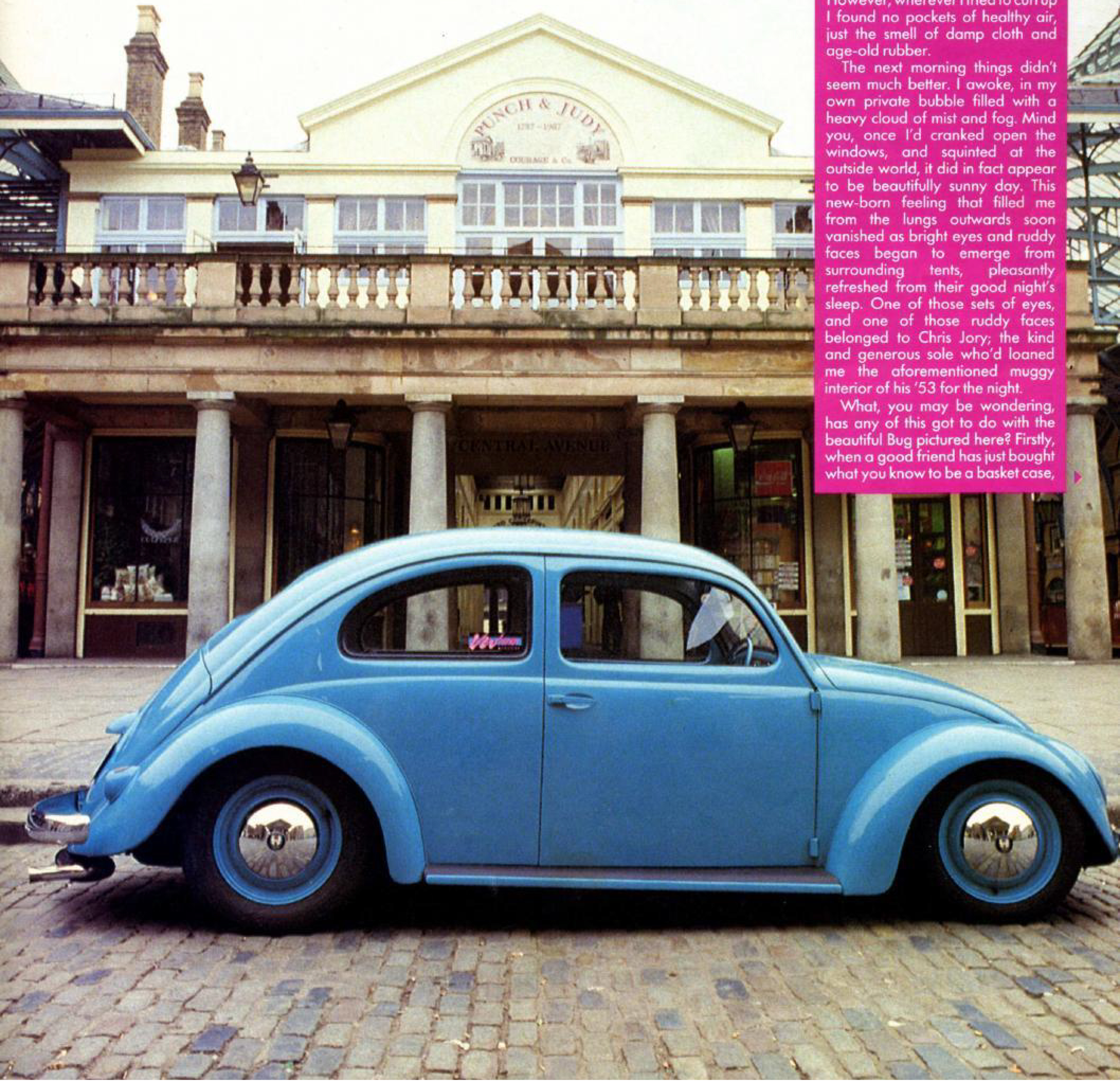
***From basket-case to Most Beautiful – that's the story of Chris Jory's stunning 1953 Bug. Overall winner at the 1987 Bug Jam in July, the blue 'Looker is simply superb***

The date was September 4, 1986, and I was about to end what had been a very pleasant evening in one of the most depressing ways possible. The evening was the Saturday night of VW Action, and the reason for the ruination of my evening was the choice of accommodation for the wee hours: a 1953 Oval Window Beetle.

OK, so I did have the whole car to myself but that was about all. I tried lying across the front seats, but, with no success, settled for the back. However, wherever I tried to curl up I found no pockets of healthy air, just the smell of damp cloth and age-old rubber.

The next morning things didn't seem much better. I awoke, in my own private bubble filled with a heavy cloud of mist and fog. Mind you, once I'd cranked open the windows, and squinted at the outside world, it did in fact appear to be beautifully sunny day. This new-born feeling that filled me from the lungs outwards soon vanished as bright eyes and ruddy faces began to emerge from surrounding tents, pleasantly refreshed from their good night's sleep. One of those sets of eyes, and one of those ruddy faces belonged to Chris Jory; the kind and generous sole who'd loaned me the aforementioned muggy interior of his '53 for the night.

What, you may be wondering, has any of this got to do with the beautiful Bug pictured here? Firstly, when a good friend has just bought what you know to be a basket case,



# BEAUTIFUL IN BLUE

CENTRAL A
TANK

*Neat detailing abounds on Chris's car with touches like the colour-coded fuel gauge and speedo. Below: Overall view cannot get across straightness of bodywork*

try not to roll your eyes and shake your head behind his back as he runs from trade stand to trade stand buying bits and pieces. You may just be proved horribly wrong.

Actually, I did make a feeble attempt to share in some of his enthusiasm, but as it seemed to stem solely from the fact that his newly acquired VW had worse rear visibility than anyone else's, it was hard to get excited. What nobody realised, not even Chris himself, was that this rusty little '53 was destined, in less than 12 months, to win an as yet unconceived award – the most prestigious trophy this side of the Atlantic, 'Europe's Most Beautiful VW'.

As VW Action finished, heralding the end of the 1986 English VW calendar, Chris and his girlfriend Tania disappeared off into the sunset. Winter reccess had arrived, and as we all prepared for the cold, and Christmas, Chris's absence from various parties went almost unnoticed.

His arrival at Detling, the new location for the first VW event of '87, formerly held at Bodiam Castle, gave the first clues that his '53 may well be turning into more than the little stock runaround originally intended. For a start he and Tania arrived in her pink Beetle so for a simple runaround, Chris's bug sure was taking an awful long time.

And then it happend. The First Annual UK Bug Jam, and the now long awaited arrival of Chris and the Oval. The events of July 5 have been described elsewhere, and this is the car that won the overall concours title.

So, here comes the difficult bit: trying to explain on paper the beauty of the paint, the stunning simplicity of the styling and all the other subtleties. It is virtually impossible. All I can say, is, look out for the car and if you get a chance, examine it closely because, as with many a stunning car, photos can never quite do it justice.

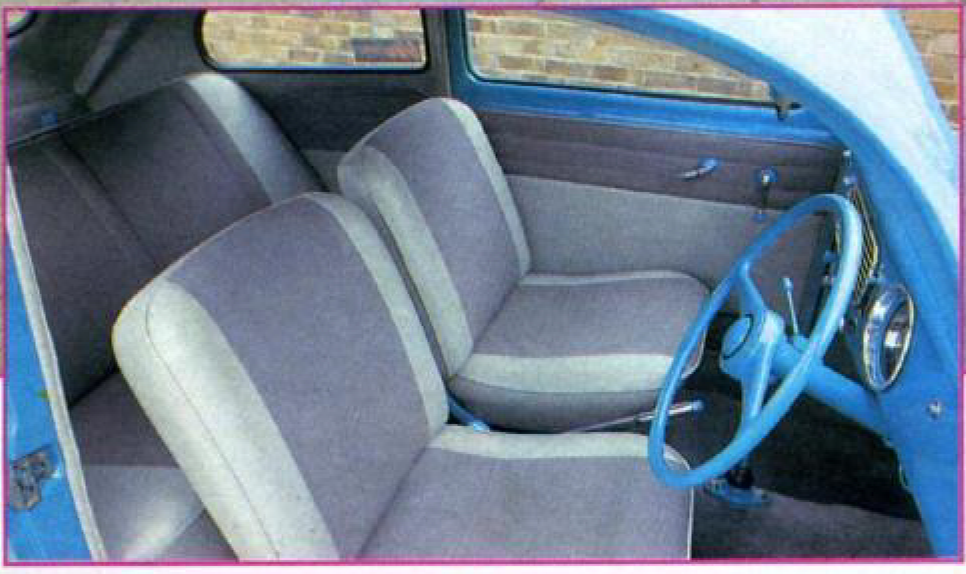
*Chris Jory works for IAD (International Automotive Design) at Worthing where he is fortunate to have access to spraybooths and can practice his skills on mundane Bentleys etc!*

By way of an explanation of the superb paint, it ought to be pointed out that Chris works for the Worthing-based styling company IAD (International Automotive Design). He has, therefore, had plenty of practice at high quality bodywork having worked on the Alien, Bentley Mulsanne, Panther Solo, and Shlitz beer Ford Thunderbird. Come to think of it, I'm surprised that any of these cars got built as IAD's spray booths seem to be continually monopolised by the staff for their own projects!

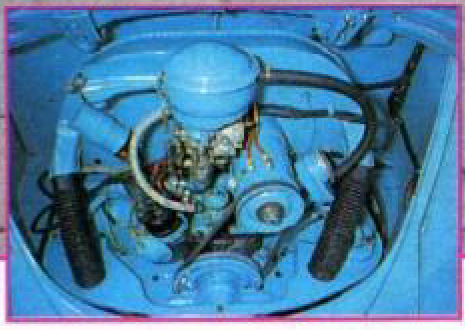
The actual colour is Peugeot Fjoord Blue no:1568, no longer used, but still available for any of you who wish to duplicate the colour scheme. The piping, which you will notice is the same colour, and not black as usual, didn't end up like that because Chris couldn't be bothered to take it off before spraying, but was painted separately, and how it was done is . . . a closely guarded trade secret! Sorry!

The interior is trimmed in two-tone grey, and was sewn by Glen Pantoni, who also works for IAD. Headlining and seat covering is from the ICI heather range and the carpets are hand stitched to match in dove grey wool. The dash, knobs and all, is, as you can see, sprayed the same colour as the exterior. The fuel gauge is an original VW optional extra from the fabulous '50s and even the back plate of the

# BEAUTIFUL IN BLUE



*Left: Interior retrim is clean and simple in grey by Glen Pantoni who also works at IAD! Headlining and seat material is from ICI Heather range. Below: Engine is fully colour-coded to match exterior. Car is deserved holder of 'Europe's Most Beautiful' title*



gauge has the tell-tale body colour, which is only really visible when there's no fuel left. As you can see attention to detail is high throughout.

The body has been fully de-chromed, with both the hood and boot lid opened by interior cables. A lot of time was spent ensuring the doors and hood fitted with even 5mm gaps. Chris dispensed with the original rubber trim for the hood and boot lid as it often turns out to be a water trap. Headlights are American spec, with sidelights sprayed orange and wired up for use as indicators. The much sought-after heartshape tail-lights come complete with original lenses (he's got another set at home that he's carefully storing – a shrewd investment) while new rear indicators are hidden behind the grille. The W-shape boot lid is original, a desirable item as the Cal Look trend diversifies into Resto Cal – the older the better. Chris, being one step ahead of his time, (or one step further back) has started to manufacture glass-fibre lids. If you want to know what they're like quality-wise, just take a look at his car, and if you're interested, call him on 0403 864475. Wheels are stock, with the addition of Porsche 356 hubcaps with Wolfsburg seven-colour badges. The rear plate best reflects the whole feel of the car – Stateside.

Lowering is serious. Five Sway-A-Way inches at the front, and two splines at the back. An anti-roll bar is fitted – a worthwhile addition that is often neglected – while front shocks are mini-Spax.

So, a rusty, rotten jalopy became, after six months of almost solid work, not the clean little runaround as intended, but Europe's Most Beautiful VW. As you read this, it's probably picking up yet another trophy – and deservedly so.

What's the end of the story? There isn't one, it just overlaps into another . . . . Chris now plans to sell the Oval, and finish building his '32 Ford Roadster that's been slowly coming together since 1983. All I can say is best of luck Chris. We're all waiting to see the results, which, judging by the standard of his little runaround Bug, should be worth close inspection! **BA**

SUNSHINE · DESIGNS
SURFZOIDS
FROM THE 60'S TO THE 80'S – SUNSHINE DESIGNS
STILL THE LEADER IN T-SHIRT DESIGN
Back-Door!
TONGUE PLANT
SIMPLE PLEASURES

★SUNSHINE DESIGNS·SURFZOIDS
5451 Commercial Drive·Huntington Beach, CA 92649·(714) 895-7824

★EXCLUSIVE EUROPEAN DISTRIBUTOR —
ALDER (SURFWEAR) · LEWDOWN ·
OKEHAMPTON · DEVON · ENGLAND
TEL: 0566 83444

★AVAILABLE FOR FRONTS AND BACKS

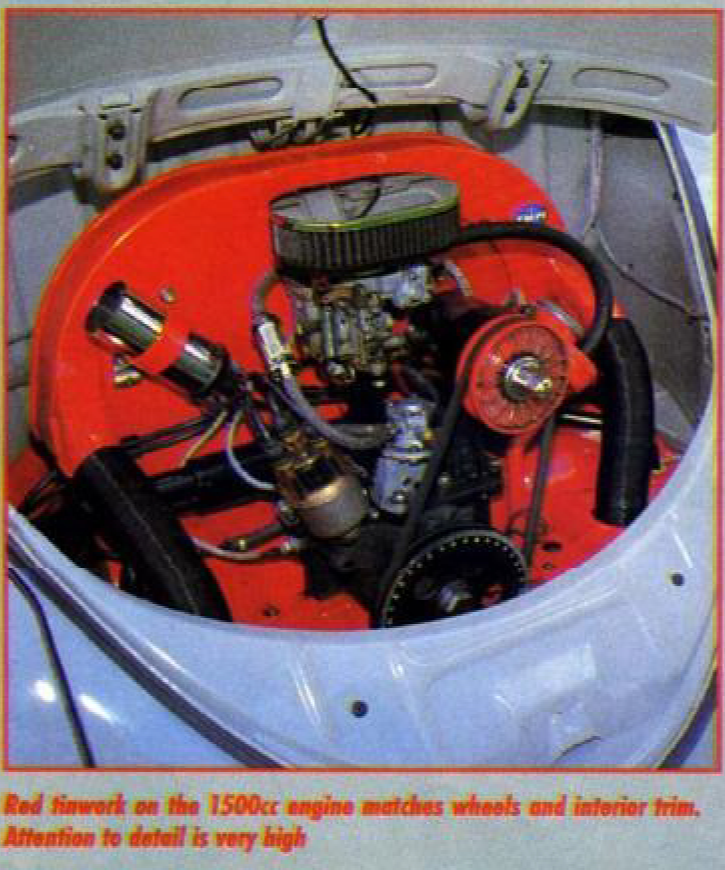
# RESTO CAL

*Stuart Bishop's '53 Oval de luxe is straighter than the day it rolled off the production line at Wolfsburg*

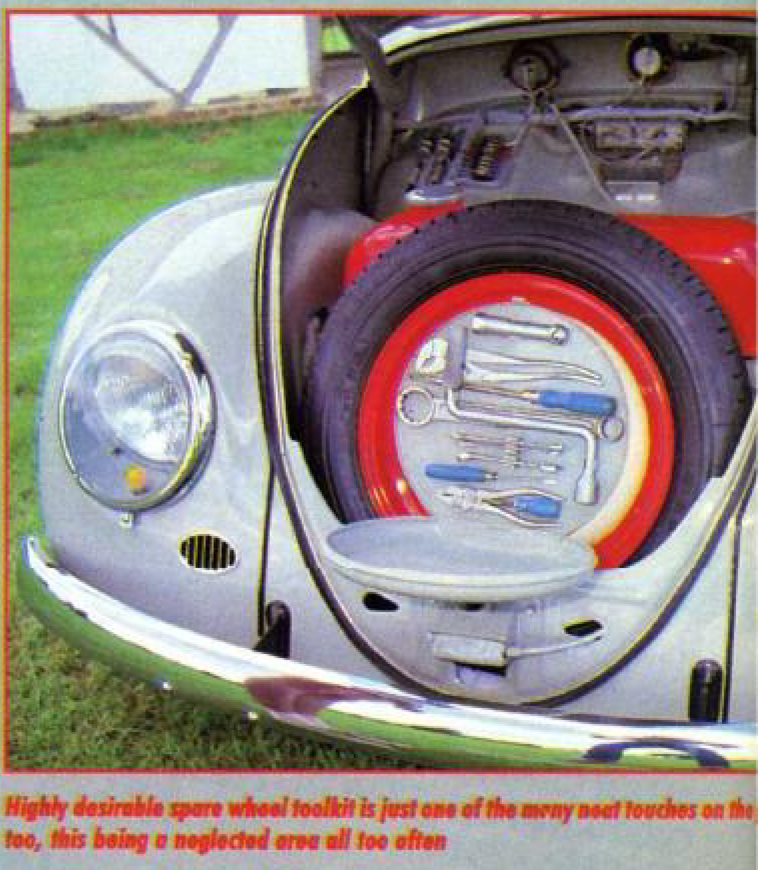
Designing bathrooms for a living may not be the most obvious occupation for someone who succeeds in building a super-clean Resto-Cal Looker, but it certainly doesn't seem to have harmed Stuart Bishop's abilities with the hammer, dolly and spraygun!

Westcliffe-on-Sea, Essex, based Stuart – he of the bowler hat and shades – took but 11 months to turn a very sorry-looking '53 de luxe Oval into a work of bodyman's art. Clean? None is as sanitary as this grey beauty. The shell was stripped back to bare metal, shot-blasted, fully derusted and then etch-primed for a positive key. This was flatted and followed by a dose of yellow oxide primer and that in turn was prepared ready for the top coats of VW Chinchilla Grey ICI Belco nitrocellulose. All this work was carried out by Stuart himself.

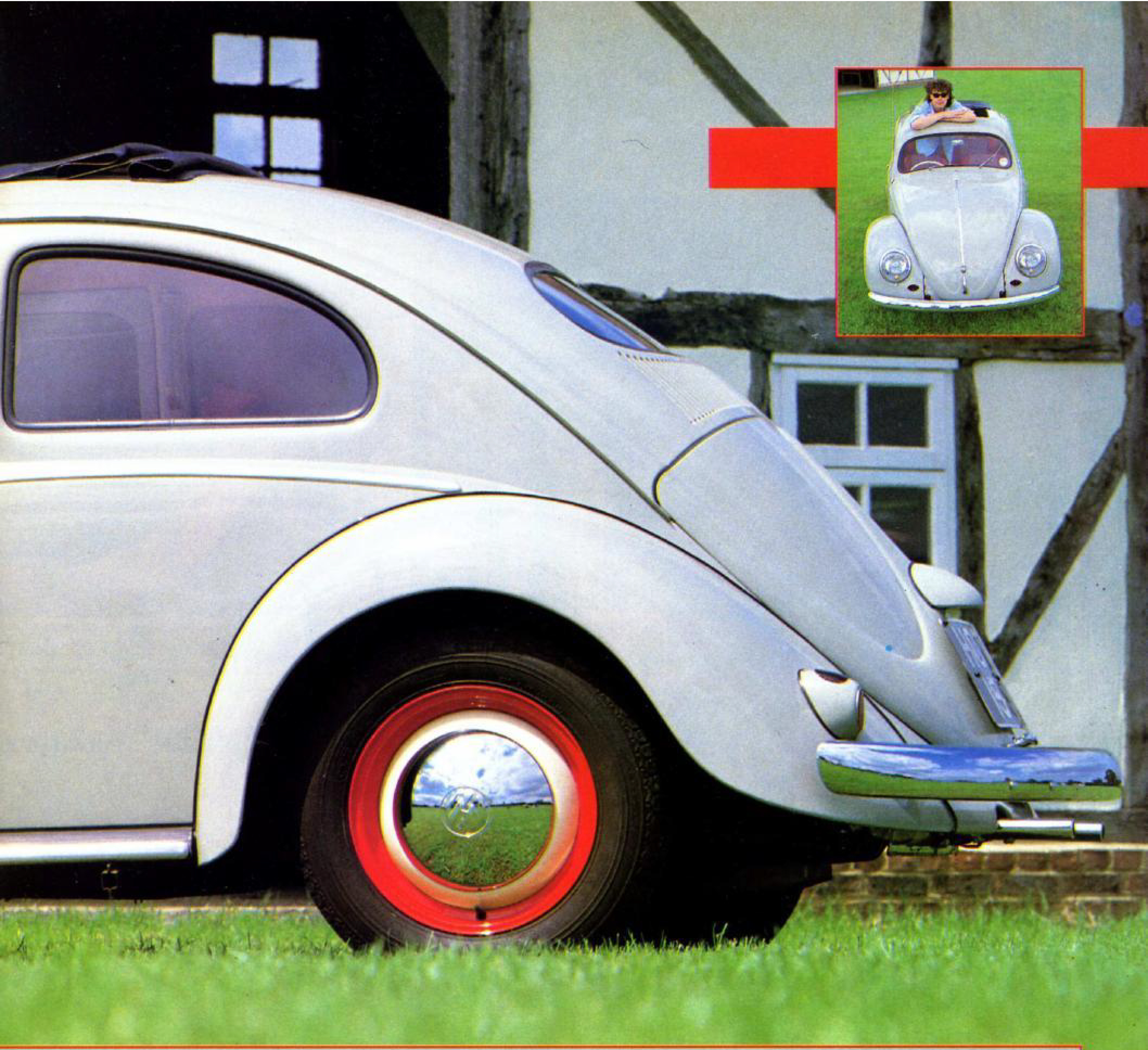
Responsibility for the interior of the Oval, which features the



*Red tinwork on the 1500cc engine matches wheels and interior trim. Attention to detail is very high*



*Highly desirable spare wheel toolkit is just one of the many neat touches on the too, this being a neglected area all too often*



Cal. All wiring is superbly done

Interior is as clean as the exterior with terrific trim job in red Connolly hide and red/grey Volvo cloth

original seats recovered in a mixture of Volvo red/grey cloth and red Cononolly hide, fell to Bernie Newbury Coachtrimmer. It was judged to be of sufficiently high a quality to take the 'Best Interior' prize at Bug Jam '87 – and, it must be pointed out, deservedly so.

If the interior and the bodywork don't impress you, take a look beneath the boot lid. The under – or rather, behind – dash detailing is faultless, this being an area so often neglected by car enthusiasts. You won't see many petrol tanks as shiny as Stuart's!

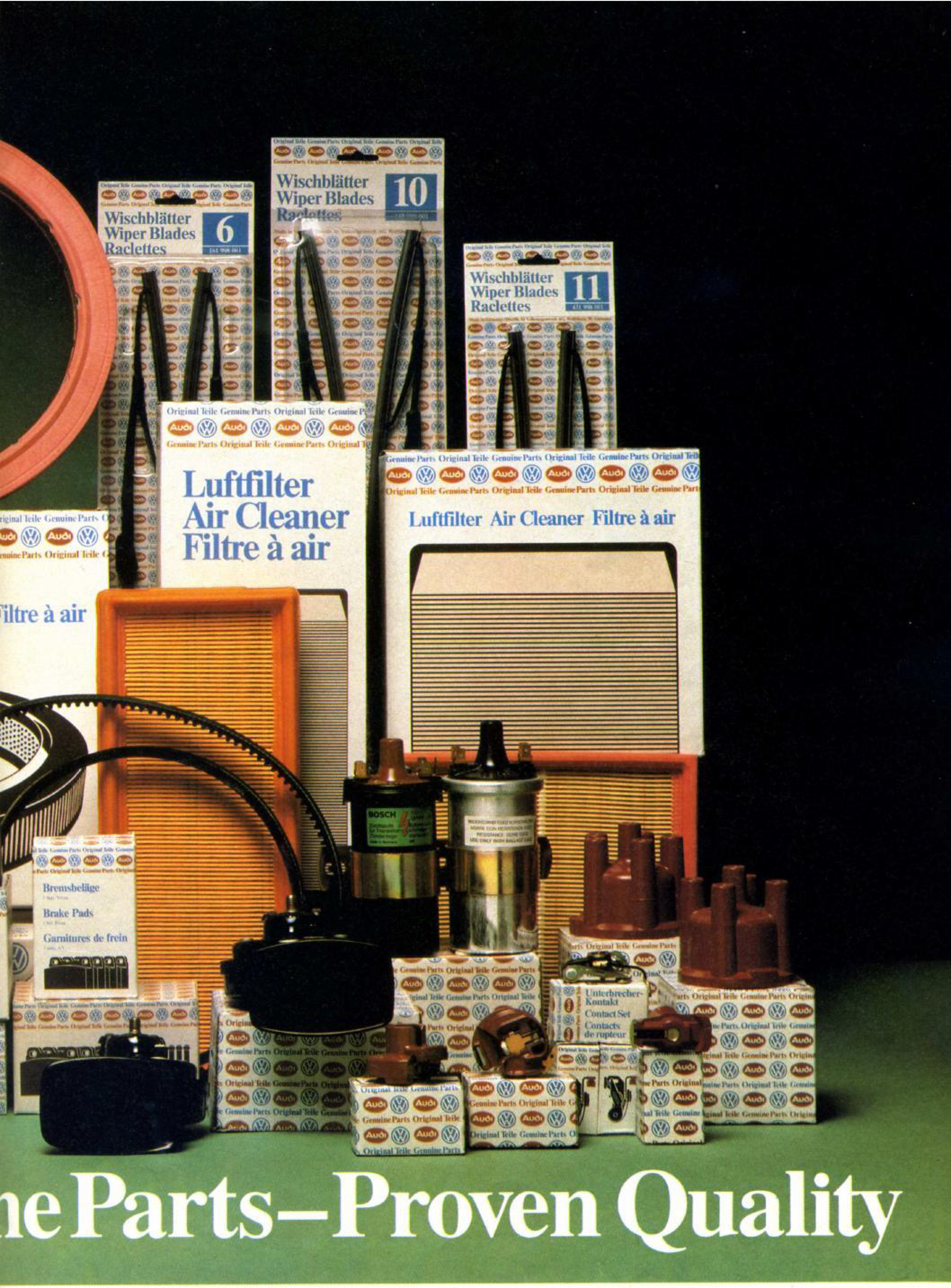
Other features of note are things like the functioning semaphore indicators and 1950s Blaupunkt radio – although the car has been converered to 12-volt electrics, Stuart incorporated a split 6/12v system to allow the continued use of these early, sought-after parts. Another desirable objet d'art is the spare-wheel tool kit complete with original tools. This is one of the most searched-for accessories around, as are the locking bonnet-pull – which usually came fitted to convertibles – and the early KPH speedometer.

The standard wheels have been refinished in red and carry 165/145 Michelin XZX tyres back and front respectively. Lowering of the front end is thanks to a pair of Sway-A-Ways, while Porsche 356 shocks perform the damping duties.

Motiviation comes from a '68 1500cc engine in standard form coupled to a matching hi-ratio 1500 transmission that has been rebuilt with the original '53 axles and tubes – these giving a narrower track than the later parts.

All told, many, many hours of work went into the car over the 11-month construction period and close inspection soon reveals that it was all time well spent. Let's face it, you'll have to go to a long way to find another early Beetle as desirable as this. **KS**

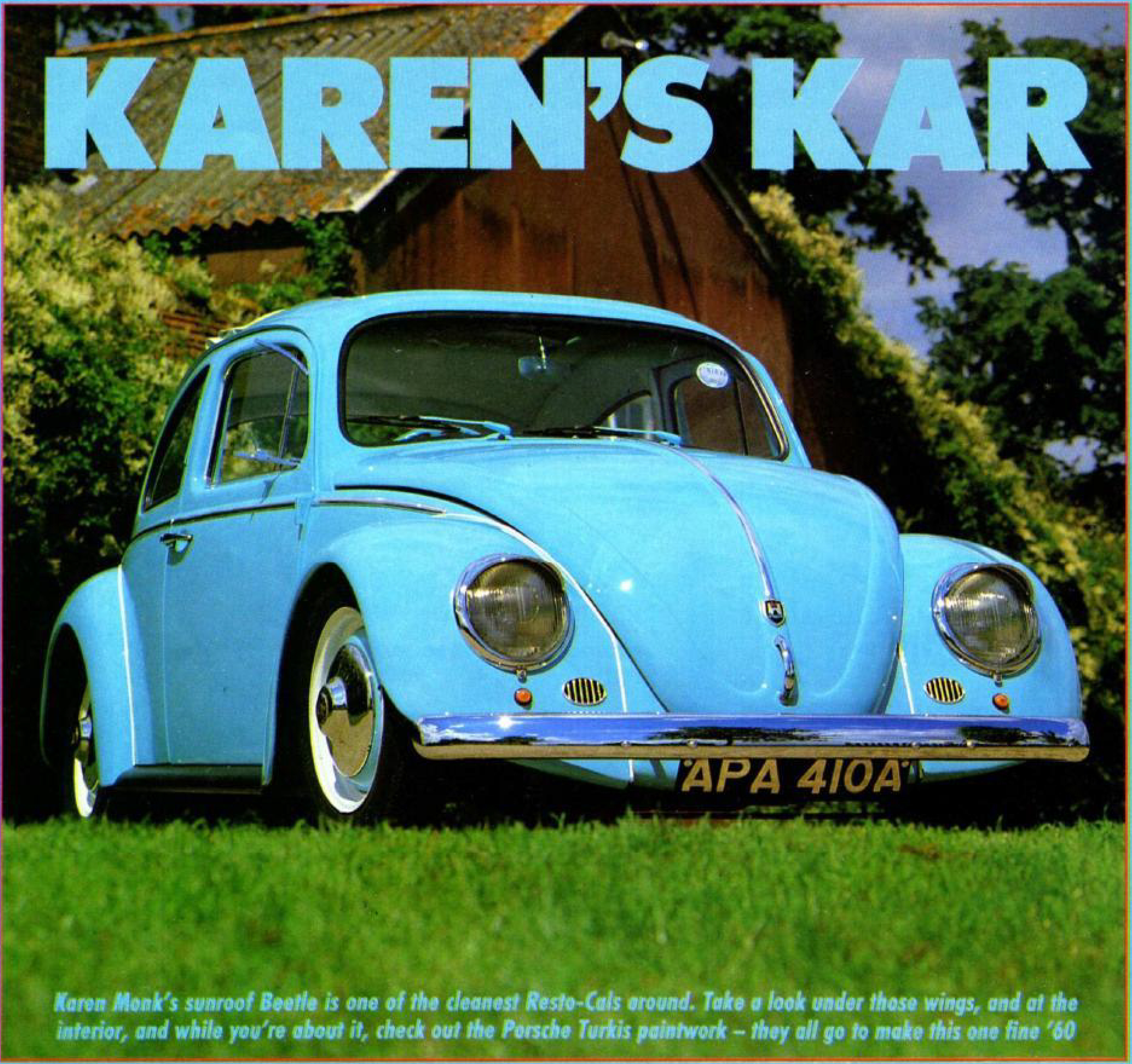
Wischblätter
Wiper Blades
Raclettes
4
Wischblätter
Wiper Blades
Raclettes
2
Original Teile Genuine Parts
Luftfilter Air Cleaner Filtre à air
Luftfilter Air Cleane
056 115 561 G
INSTALLATION INSTRUCTIONS
1. APPLY FILM OF OIL TO GASKET
2. SCREW ON FILTER TIGHTLY
3. START ENGINE
4. CHECK FOR LEAKS AND OIL LEVEL
Bremsbeläge
Brake linings
Garnitures de frein
Bremsbeläge
Brake linings
Oil Filter
Oil Filter
068 115 5
FITTING INSTRUCTIONS
1. APPLY FILM OF OIL TO GASKET
2. SCREW ON FILTER TIGHTLY BY HAND
3. FILL WITH OIL UP TO NORMAL LEVEL
4. CHECK FOR LEAKS – RETIGHTEN IF NECESSARY
Genu


Wischblätter
Wiper Blades
Raclettes
6
Wischblätter
Wiper Blades
Raclettes
10
Wischblätter
Wiper Blades
Raclettes
11
Original Teile Genuine Parts
Luftfilter
Air Cleaner
Filtre à air
Luftfilter Air Cleaner Filtre à air
iltre à air
Bremsbeläge
Brake Pads
Garnitures de frein
BOSCH
Unterbrecher-Kontakt
Contact Set
Contacts de rupteur
ne Parts–Proven Quality

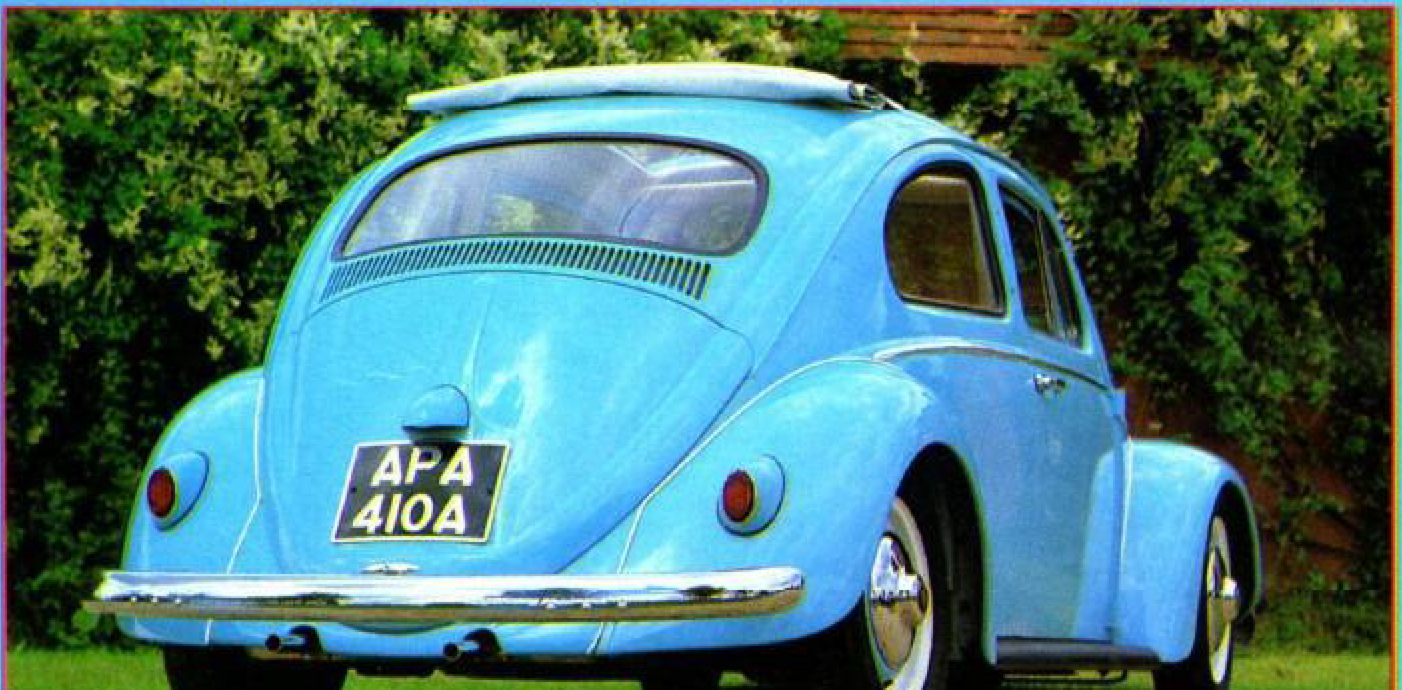
AVAILABLE FROM YOUR AUDI VOLKSWAGEN DEALER

V·A·G

# KAREN'S KAR



*Karen Monk's sunroof Beetle is one of the cleanest Resto-Cals around. Take a look under those wings, and at the interior, and while you're about it, check out the Porsche Turkis paintwork – they all go to make this one fine '60*



*Classic dumped front, decambered rear, go well with otherwise near-stock look of car, Porsche 356 nipple hubcaps compliment the Resto-Cal style well – great blend of stock and SoCal*

In many ways, the Beetles of the late '50s and early '60s tend to be the forgotten ones. They're too late to be treasured like the Splits and Ovals, too early to have benefitted from all mod cons such as increased power, disc brakes and improved suspension – or, for that matter, 12-volt electrics!

But look at it this way: they have better rear visibility than any Oval-window Beetle, yet still retain that cute roundness of the earlier models – and, of course, they tend to be cheaper. Yes indeed, there's a whole lot going for those pre-August '65ers.

Whichever way she may have looked at things, Karen Monk – who hails from Waltham Abbey in Essex – certainly made the right choice when she bought herself a 1960 sunroof Beetle for the sum of £780. You would be hard pressed to find a cleaner, prettier little Bug than this. It is without doubt one of the best Resto-Cal (that magic

*Interior is as clean as the outside having been re-done with new headlining and colour-coded dashboard. Who couldn't fall for this Bug? Sadly a flood submerged the car shortly after these pics were taken*

blend of restored and California Look) cars outside the USA, and as such is very deserving of its place on the cover of this publication.

Don't expect to find any radical modifications on this 'Looker – or was that Resto? – just high-class workmanship, an exhibition of good taste and enough detailing to keep the most ardent purist happy. Many dyed-in-the-wool early-VW lovers find it hard to come to terms with any form of customising. Karen's Porsche Turkis coloured '60 sunroof can't possibly offend anybody except the most fanatical and short-sighted.

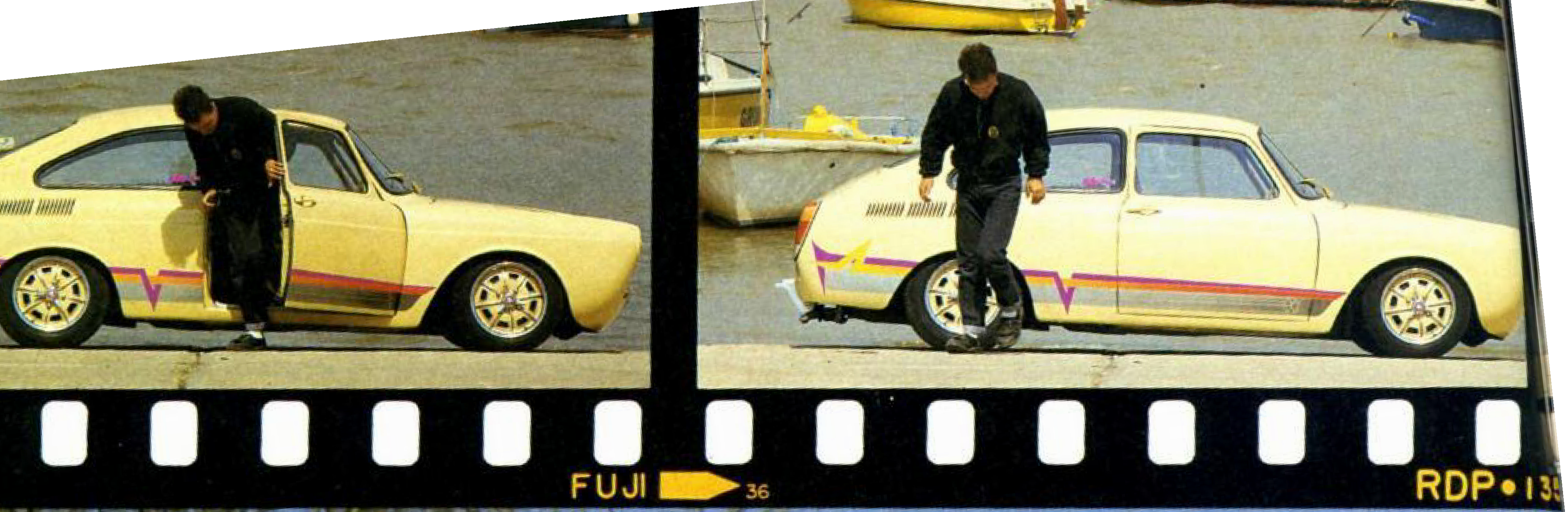
That superb paint was applied by Richard Danes, again of Waltham Abbey, and it couldn't be bettered. Take a look under those wheel arches – it's just as shiny as on top. The only changes made to the exterior are the colour and those tiny front indicators. And, of course, a standard of finish better than that bestowed upon the car at the factory!

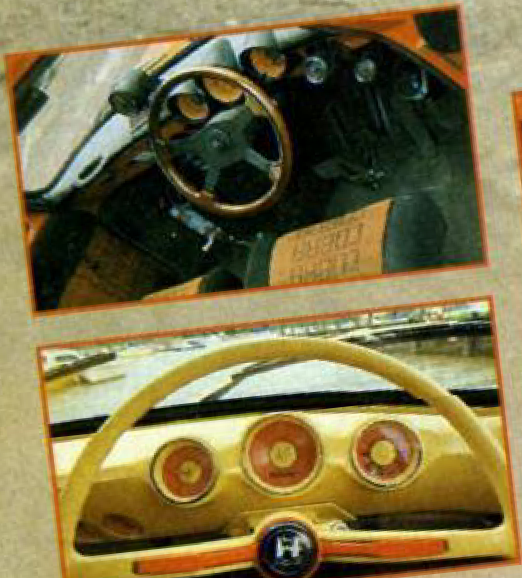
Inside you'll find a stock interior save a fully colour-coded dash and steering wheel. Grey carpets and a new headlining complete the package and come courtesy of one D Russell.

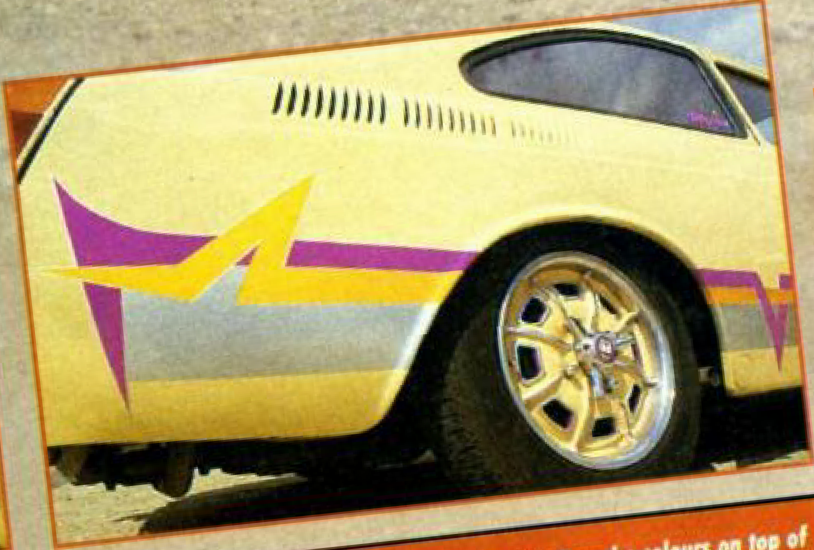
Even the most myopic reader cannot have failed to notice that the car is seriously low at both back and front. Coupled to this drop is a set of re-done stock wheels shod with 145 and 165 tyres. Hubcaps are original Porsche 356 badged 'nipple' caps – a further touching of the forelock to the Stuttgart wonder, along with the paint.

Advertised in the back of a magazine, Karen's car took her just three and a half months to get together in this form. Sadly when a previous owner sold the car it lost its original registration number, 2819 VW, hence the non-matching A reg. If she could find the number 1960 VW I suspect she'd be pretty happy. For my part though I think she should move to the States were she could get an even more suitable registration. What would it read? Oh, that's easy: 1 FINE 60. **KS**

*From whichever way you look at it, Karen's kar is a beauty. White sunroof and wing piping contrast nicely with Porsche Turkis paintwork. Apart from the front indicators, hardly anything other than the paint is different to stock. Who says to have style, you've gotta have an Oval or a Split? This '60 Sunroof has style aplenty!*



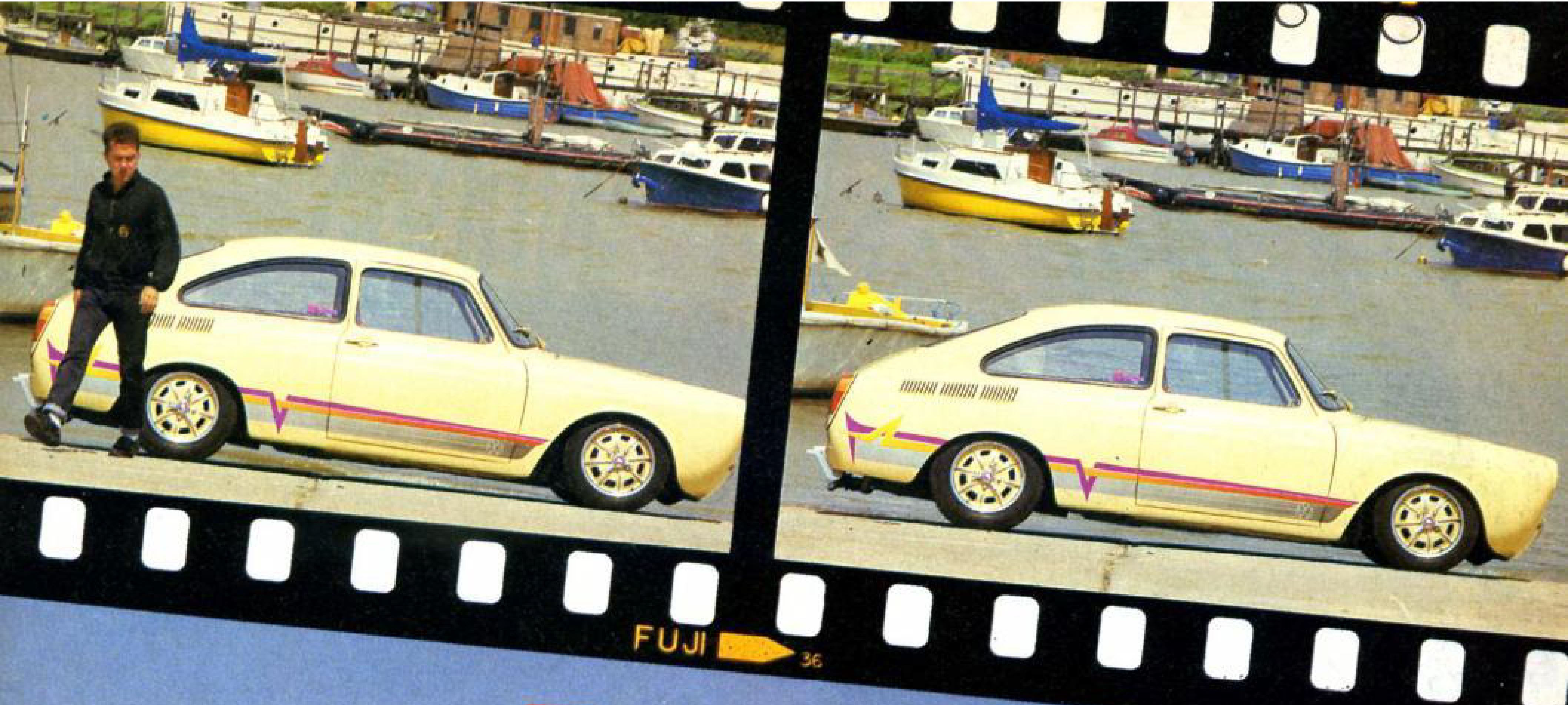




Top: Be-gouged dash of CC car. Bottom: Colour-keyed dash of Gary's. Note Gary has removed padding and welded up holes

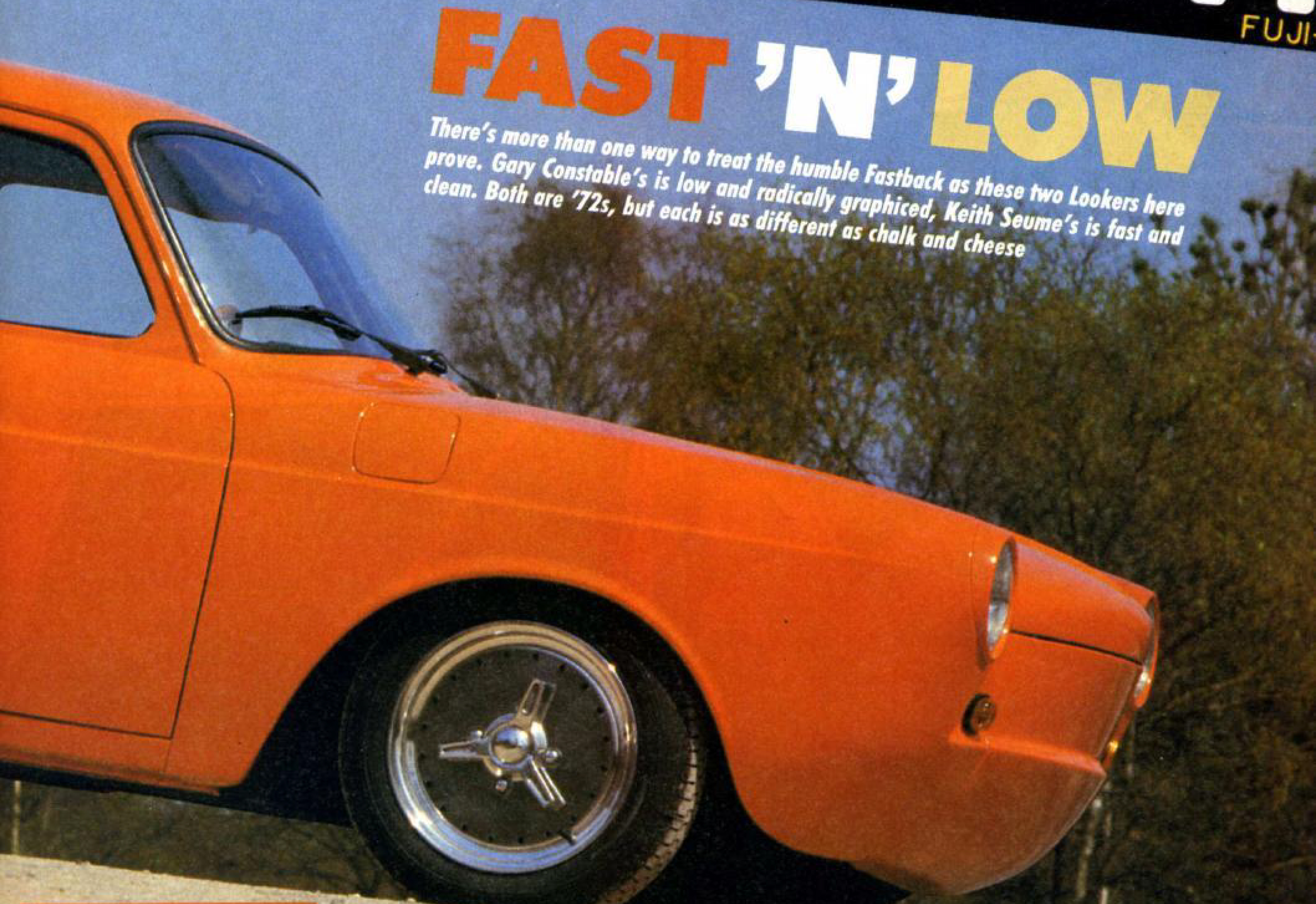
Gary's car features superb graphics using mainly Porsche colours on top of the Mercedes Weisen Yellow (who said beige?) paintwork. Wheels are special edition items from a Porsche 914

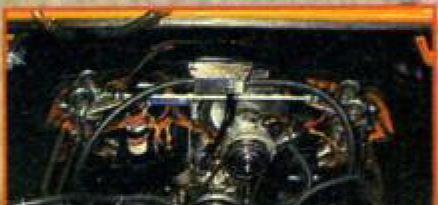
Compomotive CL split-rim wheels carry 135 and 165 rubber. Fr
end is devoid of all badging. Indicators are from Autocavan.
bodywork was handled by John Brewster at Autocavan Easter



# FAST 'N' LOW

*There's more than one way to treat the humble Fastback as these two Lookers here prove. Gary Constable's is low and radically graphiced, Keith Seume's is fast and clean. Both are '72s, but each is as different as chalk and cheese*





*Frontal treatment of Gary's car is very similar save for choice of indicators. Car is very, very, low – down four splines!*

*Engine of orange car is Autocavan-propped 1776cc using twin 45DRLA Dellortos and much chromework*

Although California Look styling spread like wildfire throughout the Beetle world, it took a little while to become established within the remainder of the air-cooled range. Certainly early split-screen Type 2s succumbed on occasion, likewise Notchback Type 3s, but rarely did the humble Fastback. It was simply never considered 'hip' enough to warrant interest.

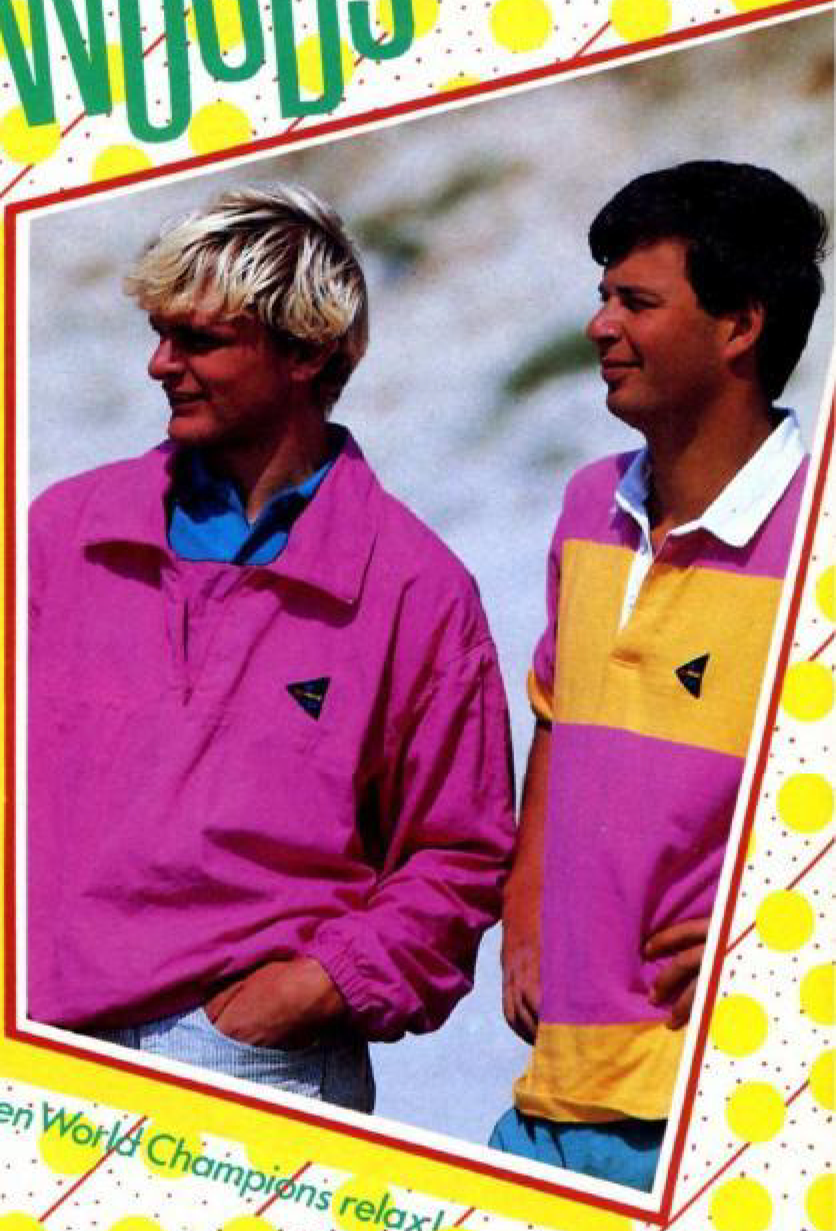
However, as happens in almost every other area of customising, the point was reached whereby one particular model became so popular – in this case the Beetle – that inevitably attentions were turned to other designs such as the Fastback and Variant models. The latter has found a niche within the ranks of the surfing fraternity, ▸

# Dave HACKFORD AND Mark WOODS

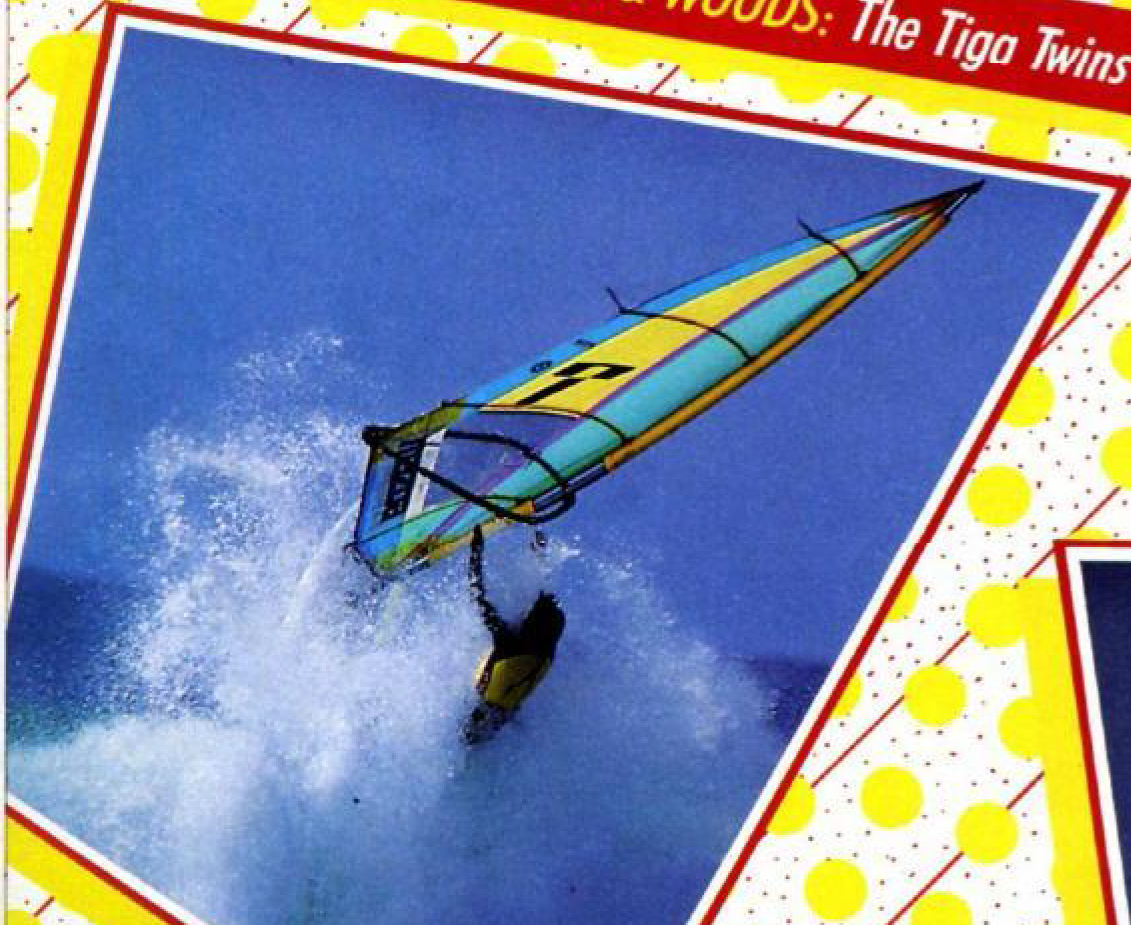
Britain's World Cup stars have to sail the best equipment. Because only the best equipment offers performance that gives results. Britain's Course Racing World Champion Dave Hackford and World Funboard Champion Mark Woods know it – and have proved it. They sail Tiga because they need equipment that offers superb handling, exceptional quality and unbelievable performance.

But excellence is not just for the World Cup Stars. Even if you are new to the sport there's a Tiga that offers you the same high standard and a chance to improve your skills rapidly.

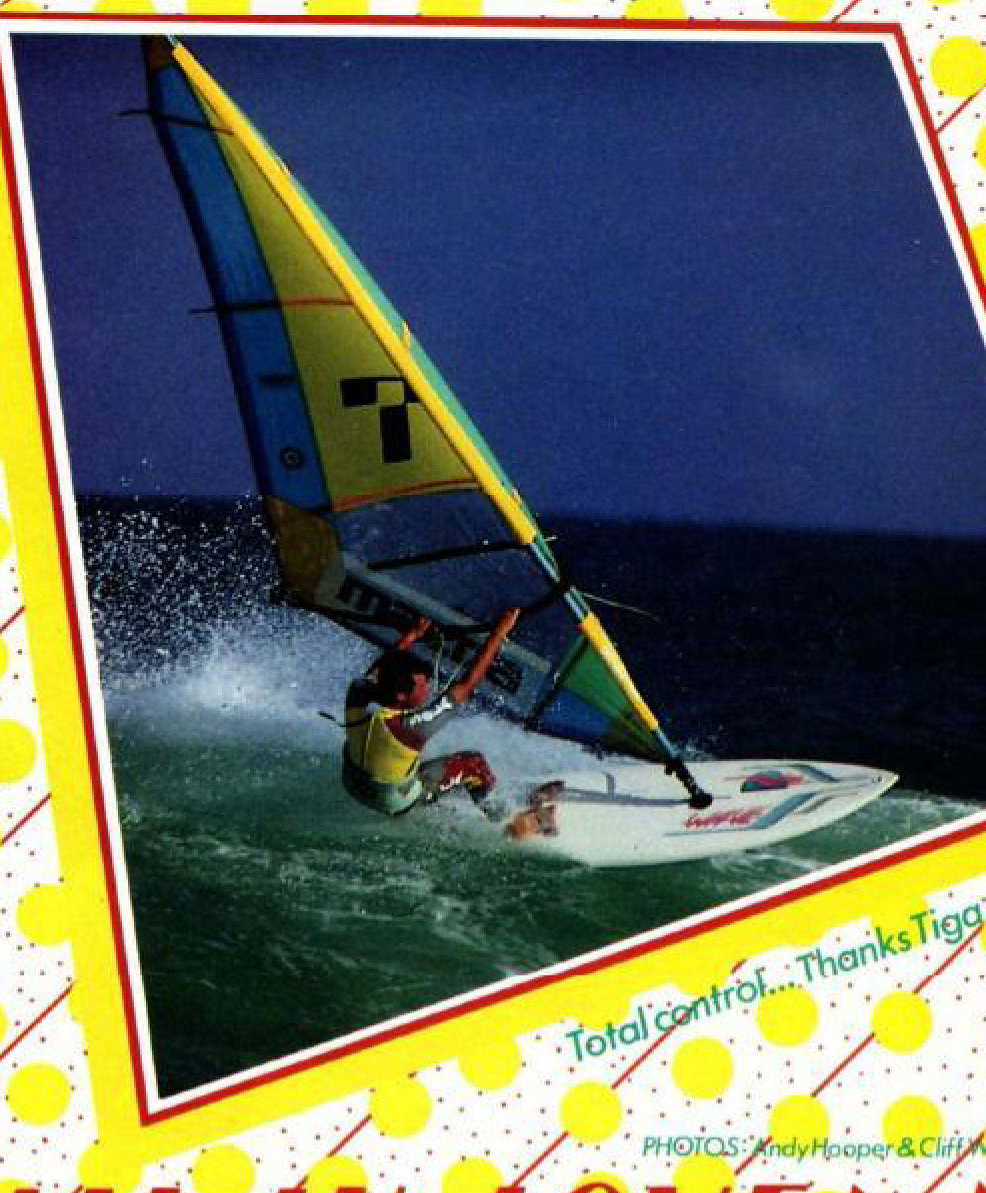
▶▶▶ **HACKFORD & WOODS:** The Tiga Twins



Even World Champions relax!



Woodsy tests another idea.



Total control... Thanks Tiga.

PHOTOS: Andy Hooper & Cliff Webb

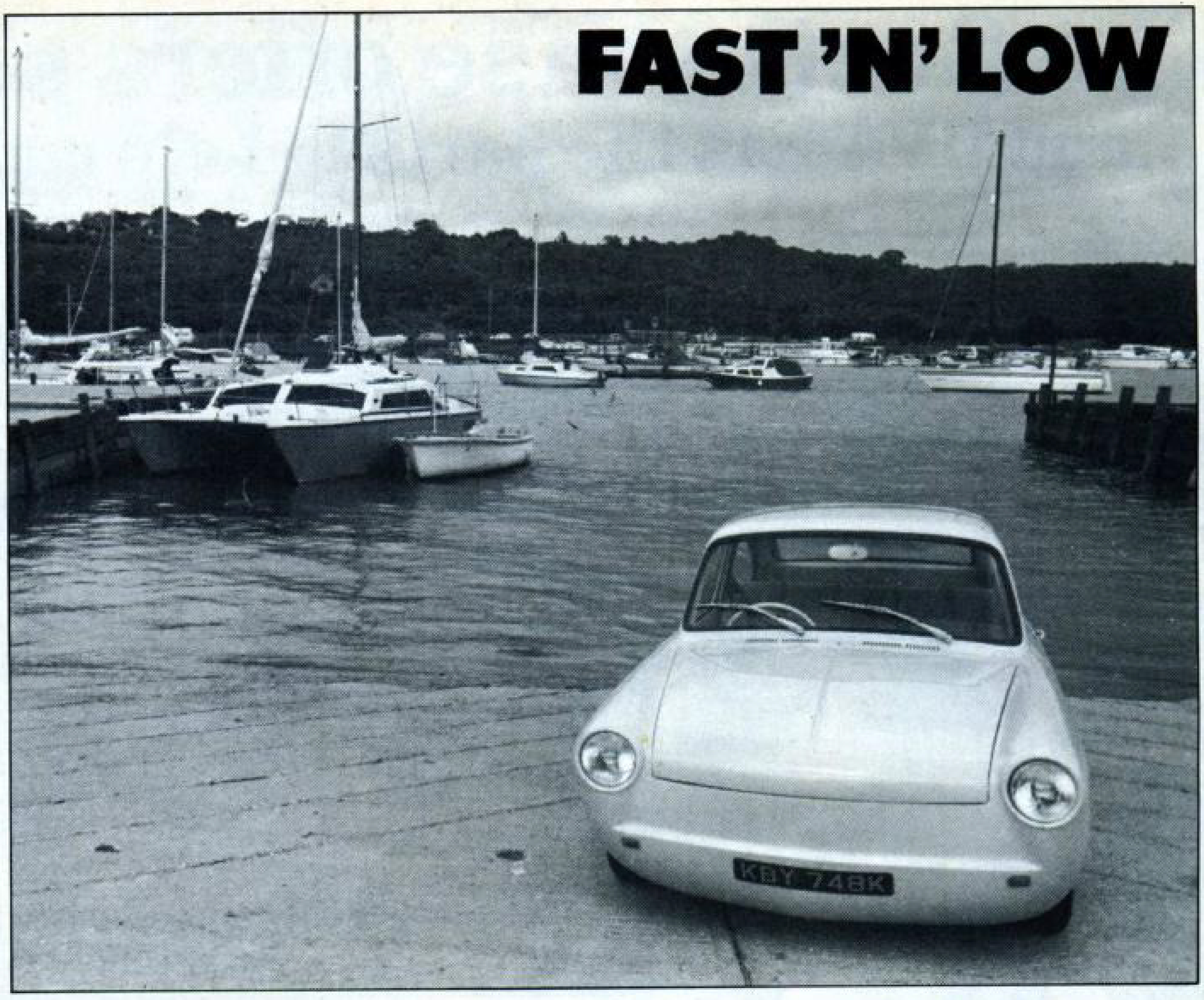
Send 50p for your 26 page Tiga Magazine...

**Tiga**

FALL·IN·LOVE ▶▶

Ultrasport UK Ltd, Acton Grove, Acton Road Ind. Est., Long Eaton, Nottingham. NG10 1FY, Tel: 0602-731001.

# FAST 'N' LOW



*Gary Constable's '72 Fastback is one of the most radical around. Even in the USA few have been treated to such graphics or are so low. Such a car is more suited to Huntington Beach than Canvey Island!*

◀ whereas the former has found a place in the hearts of a few folk who desired something different to the norm. Two examples of very different Fastbacks are shown here: one very low, very graphiced, the other very orange, very fast. You pays yer money, you takes yer choice. Both can be described as Cal Look, yet each is as different as the proverbial chalk and cheese.

The *Custom Car* Project VW is the orange beast and a latterday statement of the early days of Cal Look: dropped front end, straight bright paint, Porsche-like interior and a hot engine. It all started with the purchase for £100 of a one-owner, 52,000 mile, automatic twin-carb Fastback found by the roadside in Hampshire. Although superficially scruffy, the car proved to be virtually rot-free with just a minimal amount of rust present in the corners of the spare wheel well. The front wings were slightly the worse for wear but a pair of the superb Day Mouldings wings soon put that matter straight.

The car was shipped up to Autocavan (Eastern) at Ipswich where John Brewster straightened out the inevitable ripples and removed every last trace of trim. He also took out the badge bulge in the front edge of the bonnet, filled all the bumper mounts and indicator holes as well as trimming and reskinning the rear valance.

Following this sojourn in deepest East Anglia, the car found its way into the spray booth of Prestige Paint in Shepherds Bush, West London, where David Bennett's boys laid on some Glasurit two-pack orange (no:2009), taking in the headlamp rims and doorhandles for that 'one-piece' look. A trip through the low-bake ovens ensured a high standard of finish.

The interior was completely redone by Cobra Superform which provided a pair of its Montreux recliners in black and orange with the rear seat and door panels being reupholstered to match. The original instrumentation was colour-coded to the bodywork by Julian Reap while a set of VDO guages (tacho, oil temp and pressure) monitor the engine's state of health. A Sansui hi-fi system running through Goodmans speakers provides all the right sounds.

The front suspension was treated to a dose of lowering by rotating the trailing arms on the torsion bars by three splines. Allied to the 135 x 15 Michelin XZX tyres, this has dropped the front by about 5in. At the rear, 165 x 15 tyres are used, mounted, like the fronts, on Compomotive CL three-piece split-rim wheels (4½in front, 5½in rear).

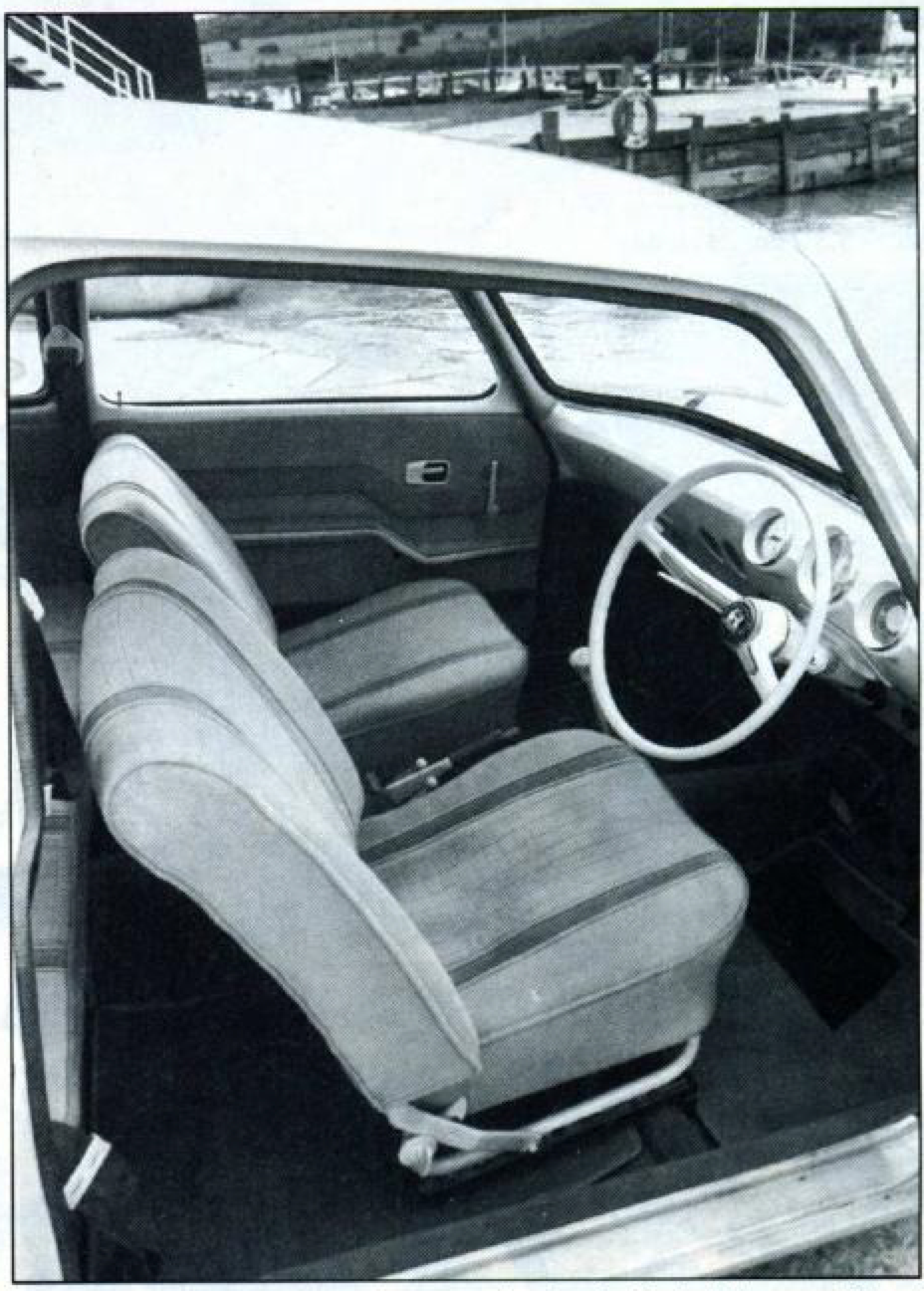
Mechanically, the first change made to the car was to convert it from automatic transmission to manual using a 'box from a 1302S Beetle. This was fully rebuilt using a Crown Super-Diff heavy-duty differential unit – designed to withstand drag-race abuse – a set of hardened keys for the gears and a heavy-duty aluminium side-plate to keep the crown wheel and pinion together. A Scat Dragfast gearshifter and Neal hydraulic clutch assembly look after the changes.

When attention was turned to the engine, it was decided to go for an 'upright' Beetle-style engine as the pancake Type 3 engines tend to run hot and crack heads. A spare 1600 engine was acquired, line-bored, fitted with 90.5mm barrels and pistons, much modified big-valve heads, hairy cam, Dellorto 45DRLA carbs and uprated oiling system. All-in-all, the Autocavan-developed package is good for 120bhp plus bestowing the Fastback with more than adequate performance to deal with wayward GTis. After all they do say that Happiness is a Hot VW! With performance of 0-60 in 7.5 seconds and a 120mph top speed, who's to argue?

Gary Constable's graphiced Type 3 likes to take things a little easier, however, but what it currently lacks in the way of go it sure makes up in the way of show!

Purchased three years ago for £175, Gary's beige beauty – or to be more accurate, Mercedes Weisen Yellow beauty! – has been fully deseamed and smoothed right off with the wings all being moulded into the main bodyshell. Gary has also opted to remove the badging and smooth out the rear valance for a true Cal Look.

All this work is terrific in its own right, but the biggest single eye- ▶



*Interior is just as wild with early Beetle seats used in place of originals. Velour material is used throughout in grey with orange contrasting stripes to echo external graphics – way to go Gary!*

***Kit Cars · Trikes · Race Cars · Customising · Offroading · Drag Racing · Vans · Aeroplanes***

# The Beetle base offers so much...
# ...and UVA has the parts to help *make it* happen.

### Slot Car Handling
Front & rear height adjusters.
Special adjustable & Coilover shock absorbers.
Front & rear anti roll bars.
Wheel adaptors.
Urethane bushes.
Suspension stiffening equipment.
Suspension conversions.

### Exhaustive Range
Over 40 different performance exhaust systems held in stock from mild to wild.

### Trans & Mating Equipment
V8 Rover, V6 Ford, 4 cyl Ford, Golf, Porsche adaptor kits to VW transaxle.
Close ratio gears.
Mid-engined gear shift kits.
Transaxle beefing parts.

### Body Moding
Baja Bug off roader kits.
Road Racer kits.
One piece Beetle front ends.
Super smooth bonnets.
Wider wings.
Sun visor.
Front & rear spoilers.
Air scoops.
Customised dash fascias.
One piece window kits.

**FAST NATIONAL & INTERNATIONAL MAIL ORDER SERVICE**

**Visit our showroom and see the parts and cars.**
**Opening times:**
**9 a.m. – 6 p.m. Monday to Friday**
**9 a.m. – 3.30 pm Saturday**

### Carburation Specialisation
Holley Weber kits.
Weber kits.
Dellorto kits.
Both standard & performance kits.
Manifolds, linkages, fuel regulators, air filters, braided fuel lines.

### Special Tools For The Job
Race preparation tools.
General D.I.Y. tools.
Pullers, engine stands, valve spring removers, holders, cutters.

### Instrumental Harmony
A full range of VDO instruments including senders.
Plus calibrated speedos in stock for different wheel/tyre combinations.
D.I.Y. Cruise control kits.

### Power 'O' Plenty
Camshaft kits.
Big bore barrel & piston kits.
Long stroke crankshafts.
Hi flow oil pumps, oil cooler kits.
Heavy duty & racing clutches, urethane engine mounts, valves.
Hi performance engines.

### "Wide Boy" Wheels
13", 14" & 15" dia. O/R quality wheels from 5" to 10" widths in a range of styles all with 4 or 5 stud VW bolt patterns.

### Belle of the "Beetle"
An incredible range of "dress up" equipment for engines, transaxles, wheels, body, interior.

### Books to Help Prevent "Premature Education"
Engine Tuning.
Suspension & handling.
Clutch & Fly Wheels.
VW Bodywork.
Carburettors.
Offroad preparation.
General handbooks.

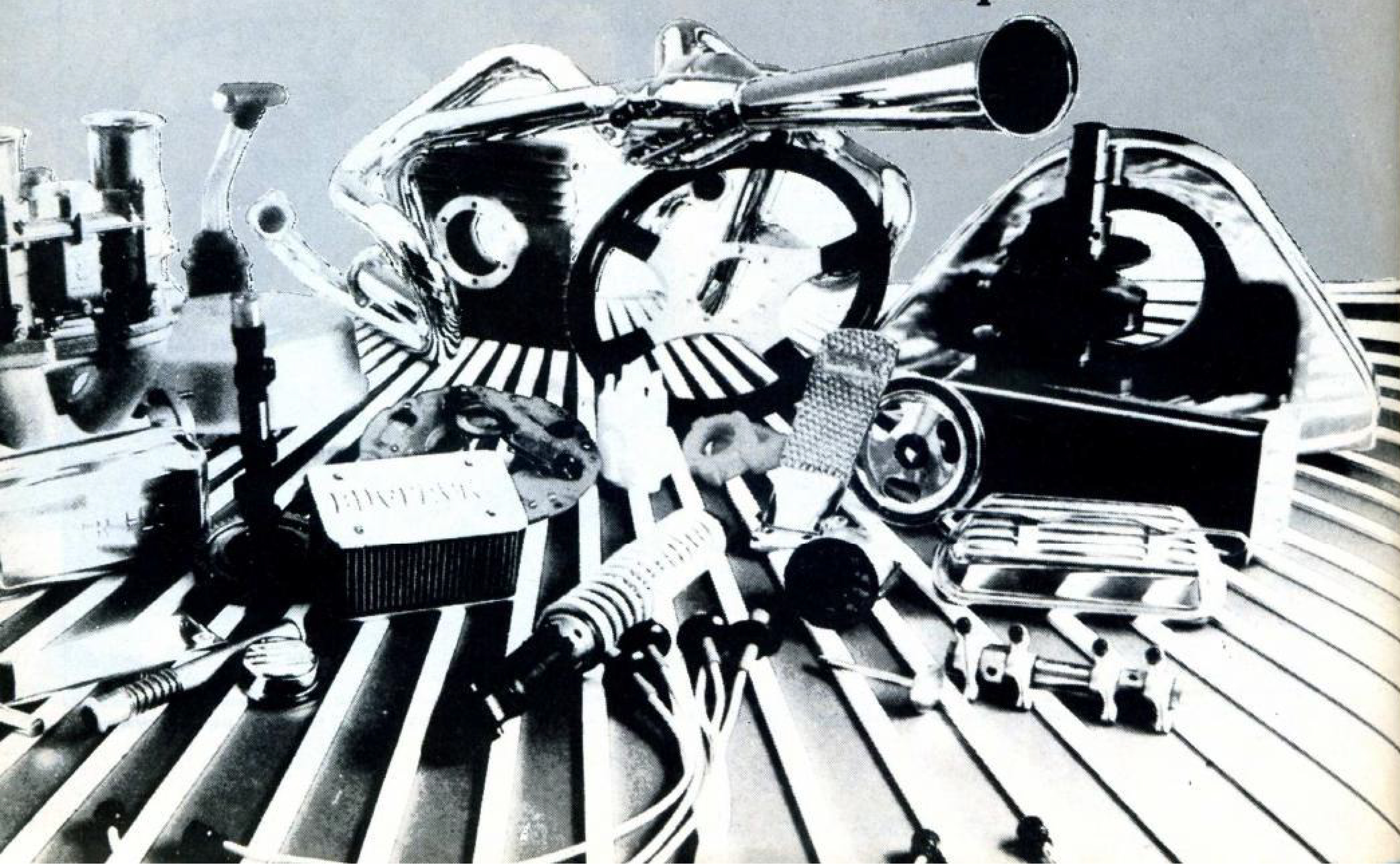
### Snazzy Chassis
Road chassis preparation.
Race chassis preparation.
Mid-engined conversions.
Offroad chassis.

***Send £1.50 (incl. postage) for the two Bugpack/Sway-a-Way/UVA catalogues & price lists full of illustrated parts, accessories & general information.***

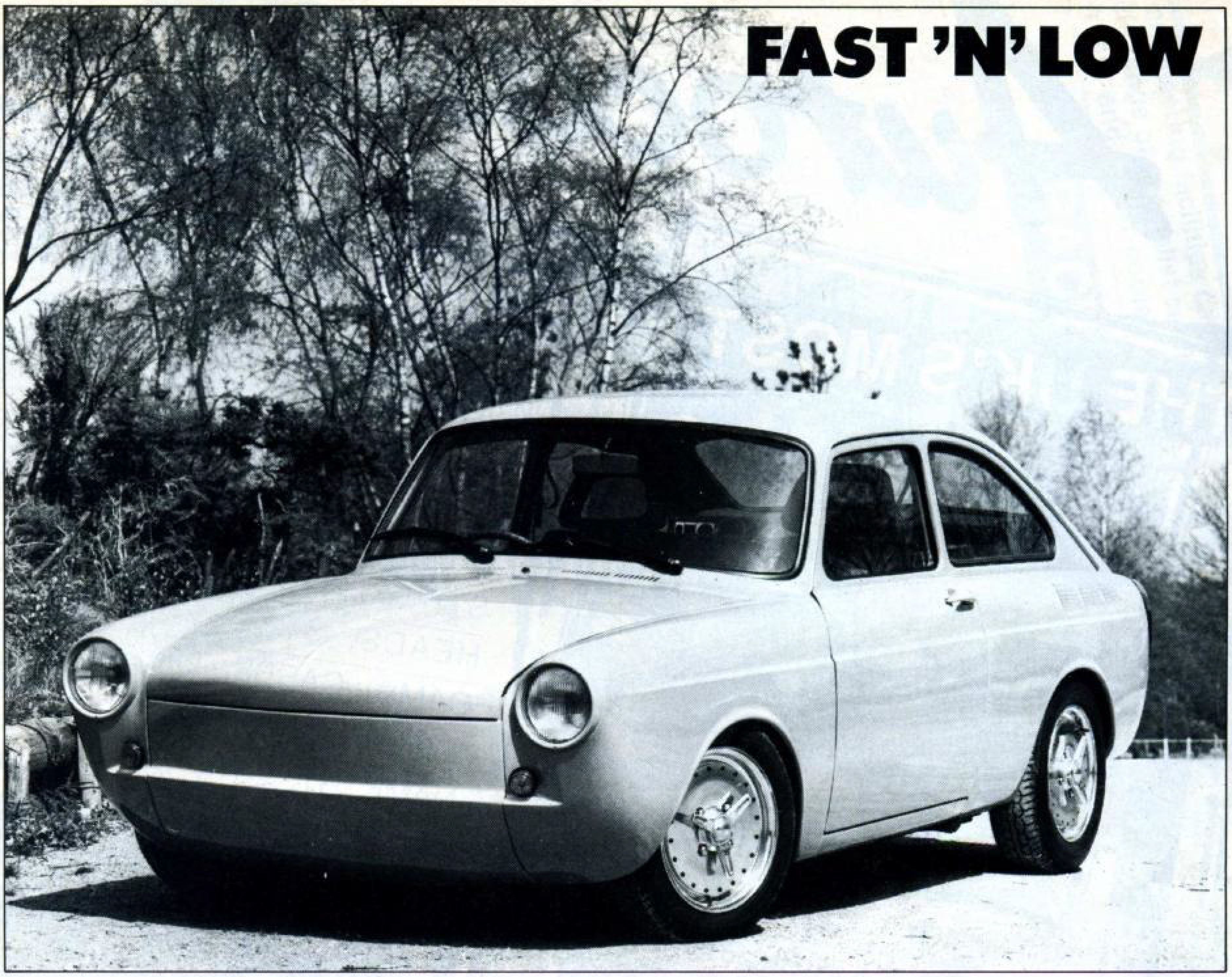
**We not only stock the parts, we build and develop the cars. Phone for technical help. Phone Terry, Paul or Alan on 0635 33888.**

**The Unique Vehicle & Accessory Co. Ltd.**
**Argents Mere High Technology Park,**
**Hambridge Lane, Newbury, Berkshire RG14 5TU.**

***Our expertise is obvious.***



# FAST 'N' LOW



***Clean lines of orange car are a credit to handiwork of John Brewster up at Autocavan's Ipswich branch. Paint was applied by Prestige Paint at Shepherds Bush. Colour is Glasurit 2009 two-pack***

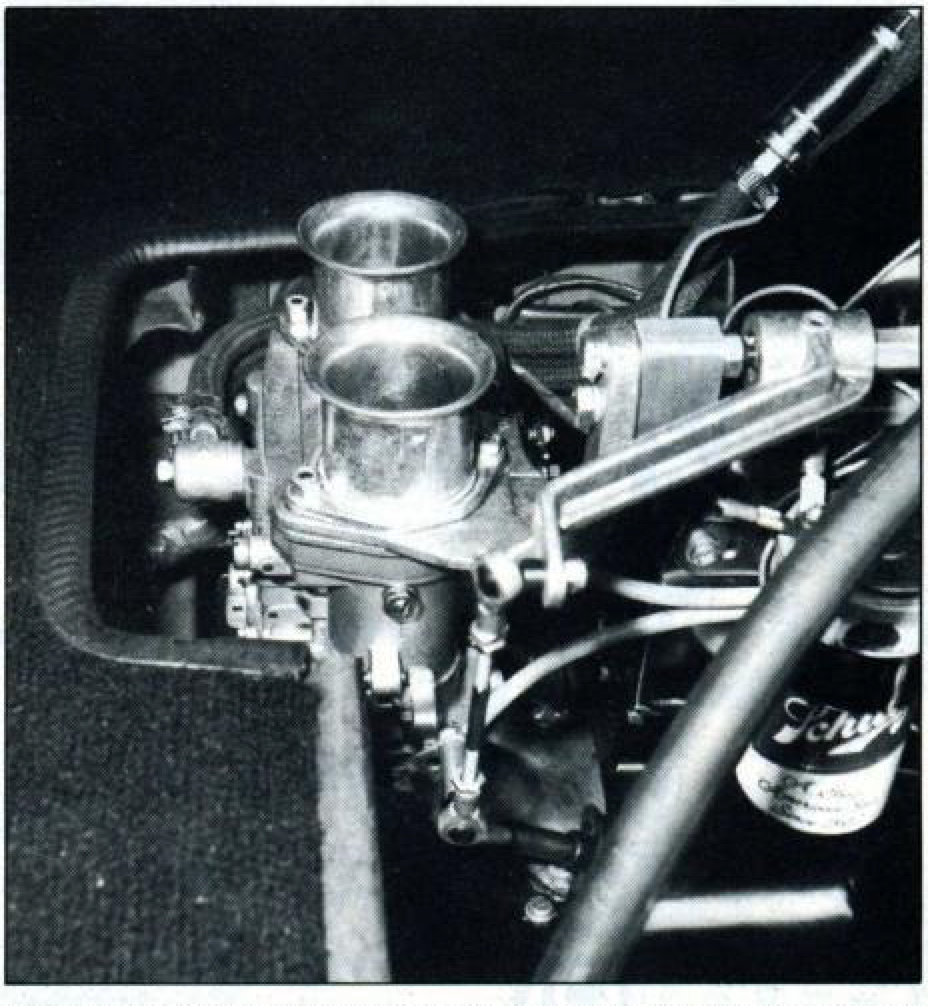
zapping addition has to be the totally radical graphic paintwork. Using Porsche Continental Orange, Porsche Magenta, Ford Silver Fox, black and Base Yellow all topped off with ICI lacquer, the low 'Looker stands out from the crowd in a big way. The back window also sports some pretty wild graphics by way of advertising for Gary's T-shirt design business.

Basildon, Essex, based Gary has sunk around £2000 in the car, much of which has gone into the interior which has been completely retrimmed in grey velour with orange graphics to echo the exterior design work. Early Beetle seats have been modified to fit the Type 3 floorpan. However, the biggest single change has to be that made to the dashboard – the padding has been removed, all holes welded up, all switch gear banished to the underneath and all guages colour-coded, as has been the steering wheel. The interior trimming was handled by Hertford Reupholstery Service (Ware 66078) while Gary himself looked after the dashboard.

The wheels are interesting being special edition Porsche 914 alloys in 5½in width. It turns out that Gary saw some Porsche 914 wheels for sale, drove up to Liverpool only to discover that they were 911-type instead. The vendor took pity on Gary and set out to find some other suitable wheels – needless to say Mr Constable was ecstatic when he discovered that they were rarer than rare special ones. These have subsequently been colour-matched to the body graphics and shod with 135/165 Michelins.

Mechanically, the '72 Fastback has been lowered by four splines at the front and one at the rear. The engine is standard apart from a Thunderbird glasspack extractor and Bosch 009 distributor.

So there you are, two ways to skin the proverbial cat, or in this case, Fastback. Although the California Look follows certain 'rules', these two Type 3s prove that even though they both started out as stock '72 models, you don't necessarily have to end up with similar cars. Let's face it, customising is all about being that little bit different to the rest – in this case, one fast and orange, the other low and graphiced. Both are fun to drive, grab the attention of every passer-by and, well, what more could you ask for? **KS**



***To fit Type 1-style engine into Fastback required minimal trimming of engine bay to clear carbs. A new bulkhead was fitted to seal off engine bay from back of rear seat – it's still plenty noisy with those carbs!***

# Autocavan

## THE UK'S MOST EXPERIENCED VW S

WE CARRY A HUGE ARRAY OF HIGH QUALITY TUNING PARTS FOR THE WHOLE VW RANGE. EVERYTHING YOU NEED TO CREATE A HI-PERFORMANCE STREET OR RACE ENGINE: HEADS, STROKER CRANKS, CAMS, CARBS, OIL SYSTEMS, EXHAUSTS — IN FACT, YOU NAME IT, WE STOCK IT!

BUILDING A CAL-LOOKER? WE HAVE IN STOCK ALL THE PARTS YOU REQUIRE TO BUILD THAT RADICAL SHOW WINNER YOU ALWAYS PROMISED YOURSELF INCLUDING EMPI-STYLE WHEELS, VDO GAUGES, LOWERING KITS, T-BARS, CAL-STYLE WINDOW RUBBERS — SIMPLY EVERYTHING!

PERFORMANCE
IF

MAIL ORDER SERVICE AVAILABLE

tuning parts in the UK — Scat, Cima, Thunderbird, JSC, Weber, Koni, VDO, Bilstein, Sachs, NPR etc. Just ask for details.

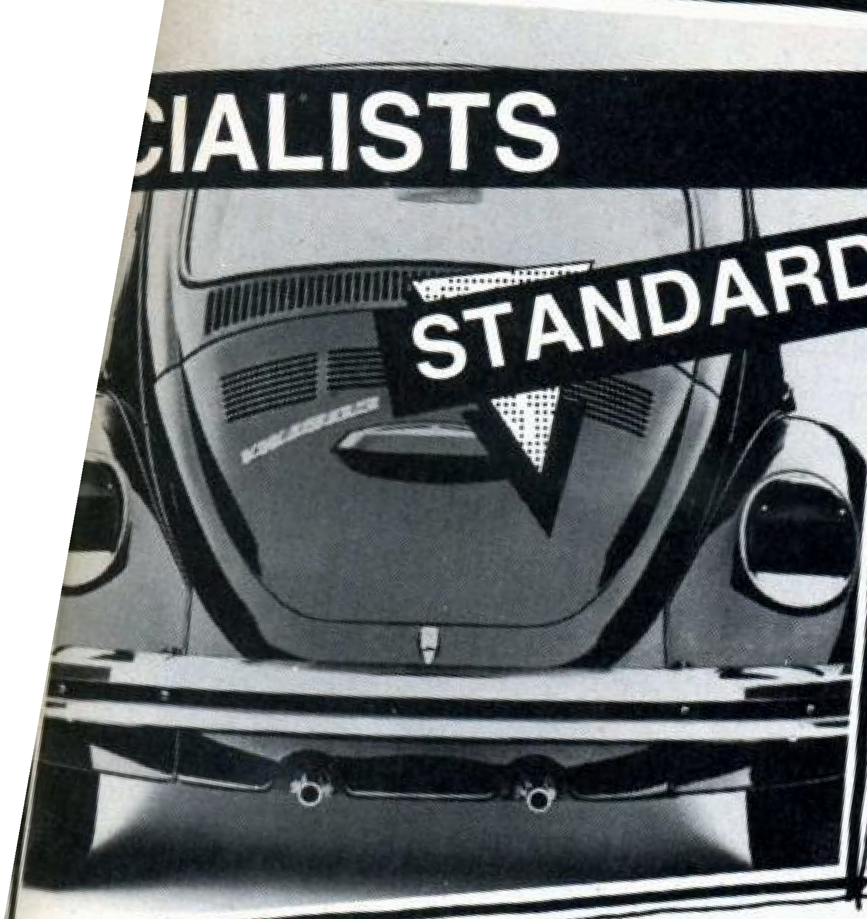
**HEAD OFFICE**
Autocavan Components Ltd.
103, Lower Weybourne Lane,
Badshot Lea, Farnham, Surrey
Telephone: (0252) 27627·333891
*Open Mon–Fri: 8.30–5.30,*
*Sat: 8.30–4.00*

**AUTOCAVAN SOUTHERN**
Unit 6, Alder Hills Industrial Park,
Alder Road, Poole,
Dorset
Telephone: (0202) 722535
*Open Mon–Fri: 8.30–6.00*
*Sat: 8.30–4.00*

***30 DISTRIBUTORS NATIONWIDE — PHONE FO***

# CIALISTS

## STANDARD

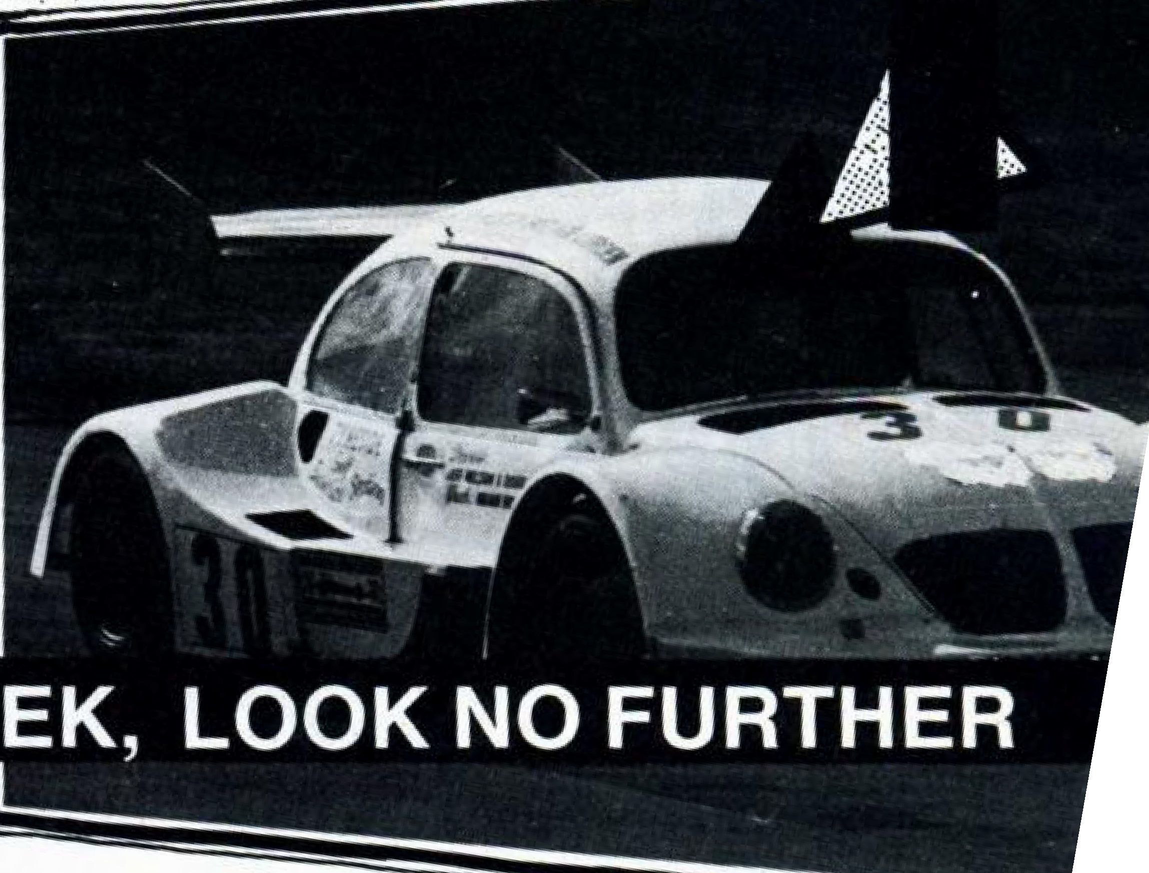


NO OTHER COMPANY IN THE UK HAS MORE VW RACE EXPERIENCE THAN AUTOCAVAN. WE HAVE COMPETED IN MANY FORMS OF MOTOR SPORT OVER THE LAST TWENTY YEARS WITH GREAT SUCCESS. OUR CAR WON THE 1986 FORMULA VEE CHAMPIONSHIP AND CURRENTLY DOMINATES THE 1987 SERIES. EXPERIENCE? NO ONE COMES CLOSE!

Our engineering facilities can provide a wide range of specialist services for both air and water-cooled models

## RACE

OF COURSE, IF YOU DRIVE A STANDARD VW, WE CAN SUPPLY VIRTUALLY EVERY PART YOU WILL EVER REQUIRE TO KEEP YOUR PRIDE AND JOY RUNNING AND LOOKING IN FIRST CLASS CONDITION. WHETHER IT'S A LATE MODEL OR A VINTAGE BUG, WE'VE GOT IT ALL.



## S EXPERIENCE YOU SEEK, LOOK NO FURTHER

**AUTOCAVAN NORTHERN**
Unit 2, Buckley Road Industrial Estate,
Rochdale,
Lancs.
Telephone: (0706) 526286
*Open Mon–Fri: 8.30–5.30*
*Sat: 8.30–3.00*

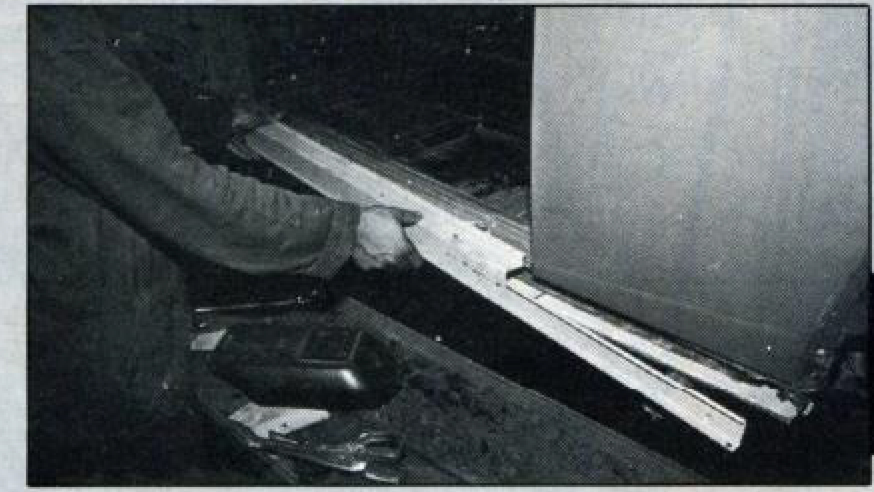
**AUTOCAVAN EASTERN**
Unit 8, Boss Hall Estate,
Sproughton Road, Ipswich,
Suffolk
Telephone: (0473) 48166
*Open Mon–Fri: 9.00–5.30*
*Sat: 9.00–4.00*

R "LOCAL"!

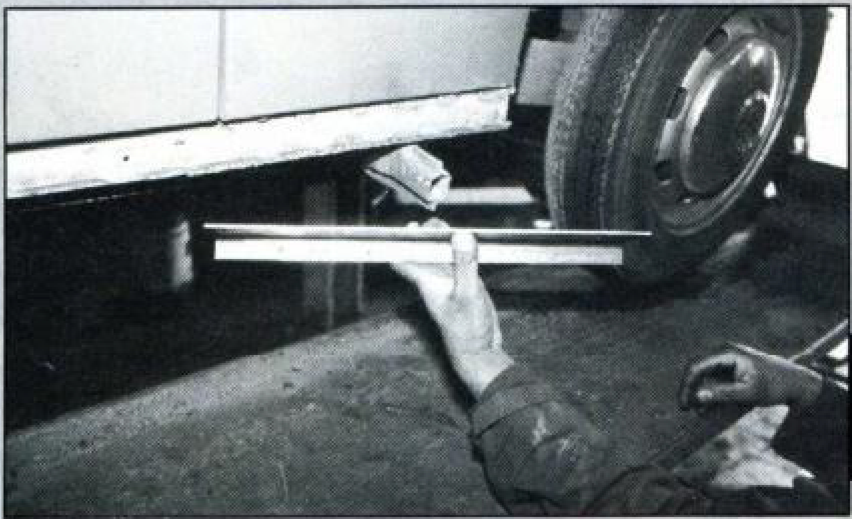
*...Where quality counts!*

# BUG RESTORATION

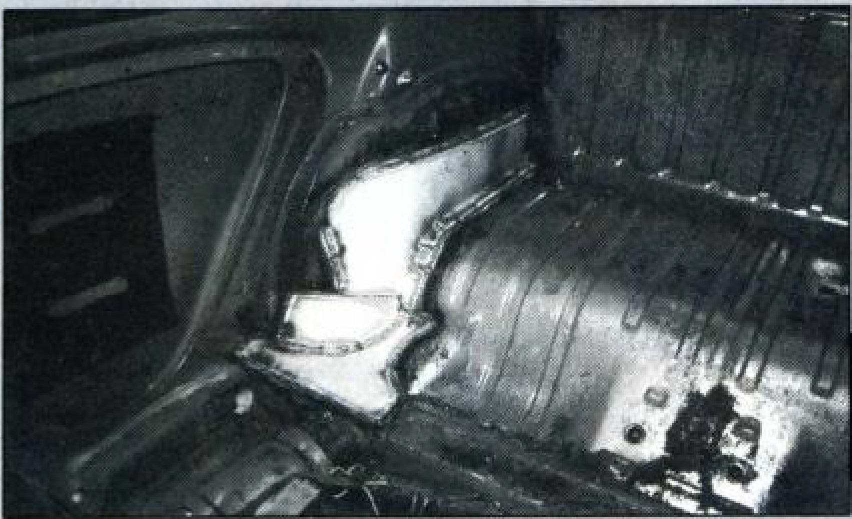
***Buying a Beetle these days is a bit of a lottery as sadly very few really good ones are left. So, when Barry Haselock of House of Haselock started work on the restoration of*** Custom Car ***magazine's Cal Look competition prize Beetle we leapt at the chance to record just a little of what goes into refurbishing a Bug. Even though the car at first sight looked to be a good sound investment, close inspection proved that there was still plenty of work to do to make it worthy of being given away in a competition. The great thing is that so many parts are readily available***



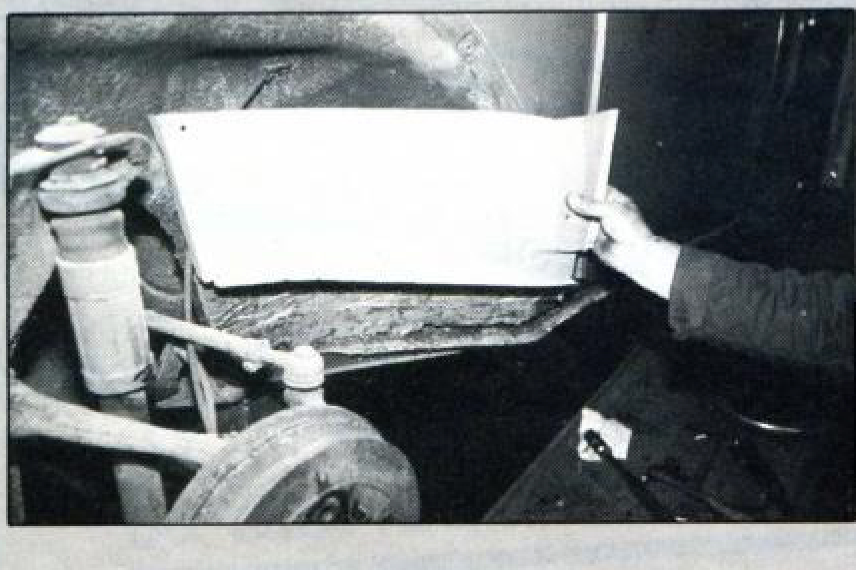
*The sills are one of the first things to rot out on a Beetle – replacement necessitates the complete cutting out of all rusty metal and welding in of new purpose-made panel. However . . .*



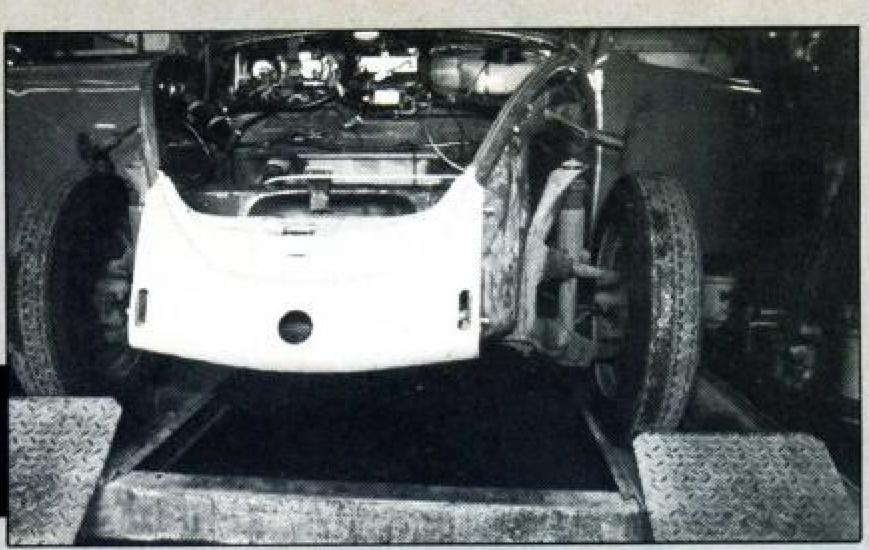
*. . . to make sure that the jacking points stay good and solid, Haselock recommends welding in this strengthening panel under the new sill. New jacking points are used too.*



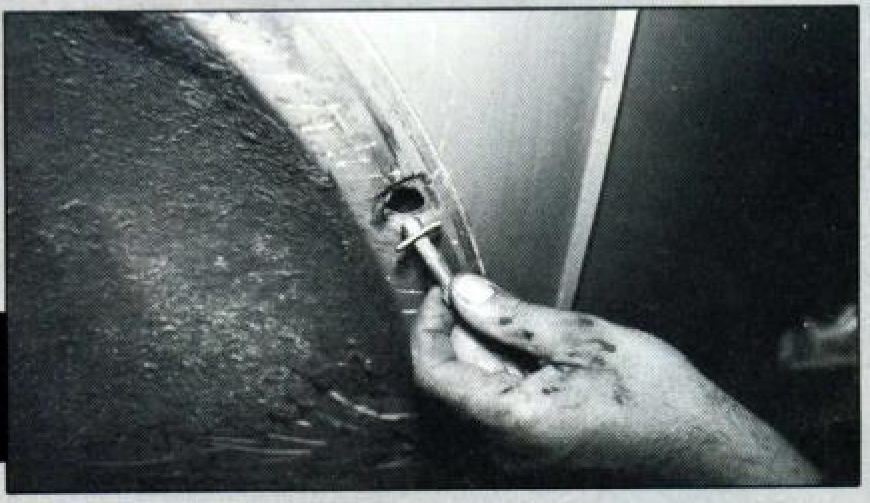
*Behind the rear seat, all that carpeting tends to hide a mass of rot. Again only cutting it out and replacing with new metal can restore car to its original strength.*



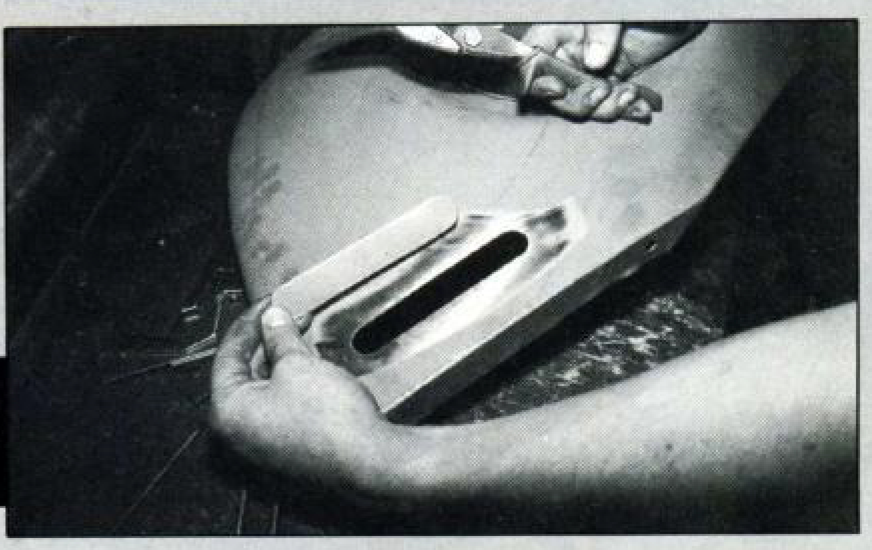
*Flitch panels behind front wheels are another popular rust area. Fortunately you can buy replacement panels off the shelf – wherever you can, use a mig-welder to avoid distortion.*



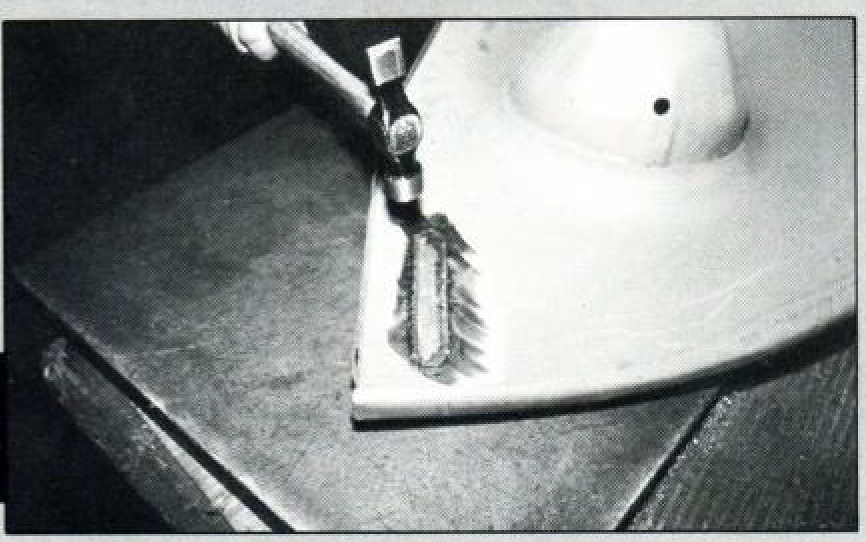
*The front spare wheel well is another likely rust spot – in this case it was considered better to completely replace the front panel. Weld it on straight!*



*It is almost inevitable that bolts will sheer off when removing wings. Haselock does these replacement captive nut assemblies ready for welding into place.*



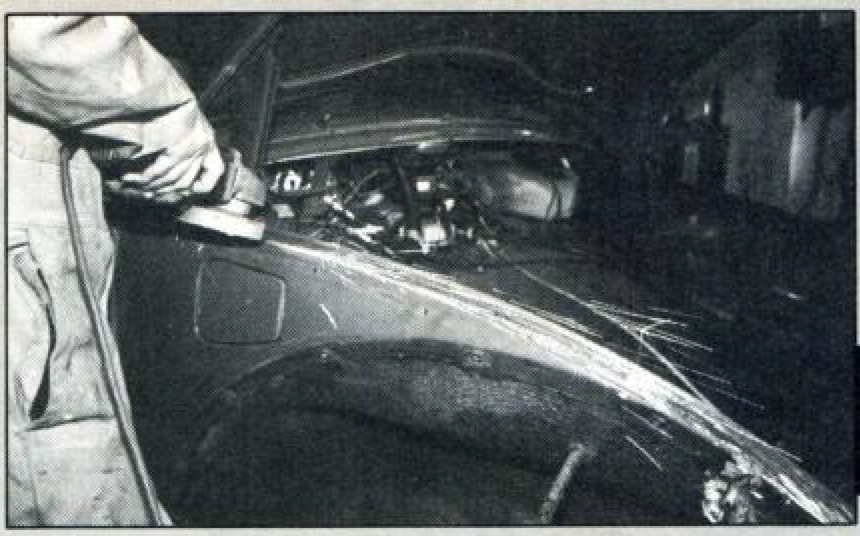
*We used late wings which needed to have bumper iron holes filled. First cut an accurate filler piece out of sheet steel and mig-weld into place. To finish . . .*



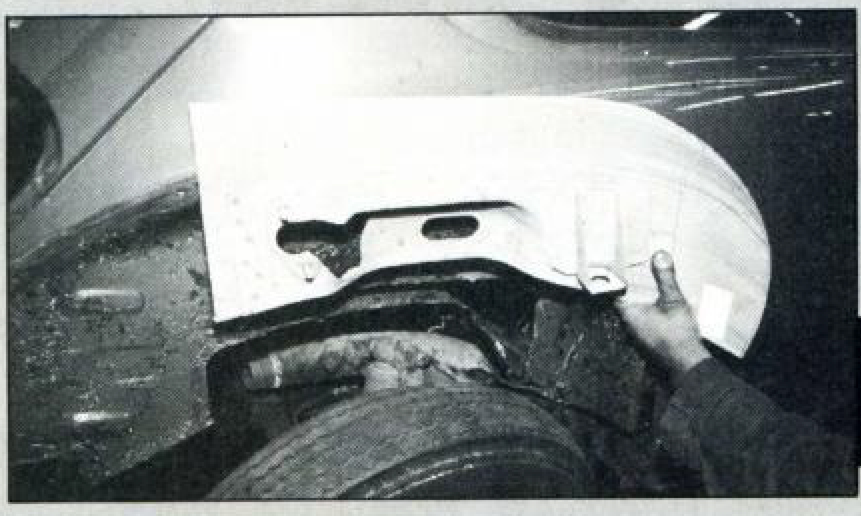
*. . . hammer welds flat and grind off to ensure good finish. Even on unpainted wings, it was impossible to see where they had been patched and welded up.*

*To prevent the onset of rust under the wings, have them stove enamelled. Most* Yellow Pages *will list a stove enamellers – they can also do all your engine tinware.*

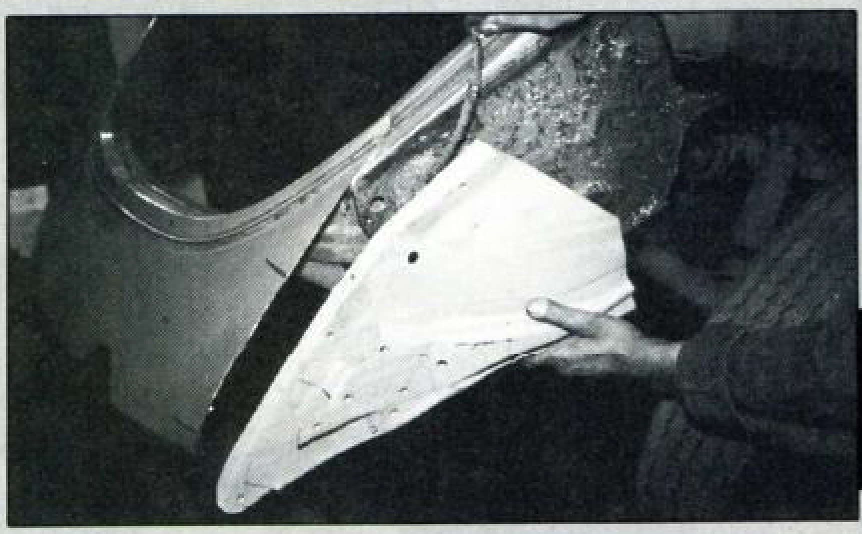
# BUG RESTORATION



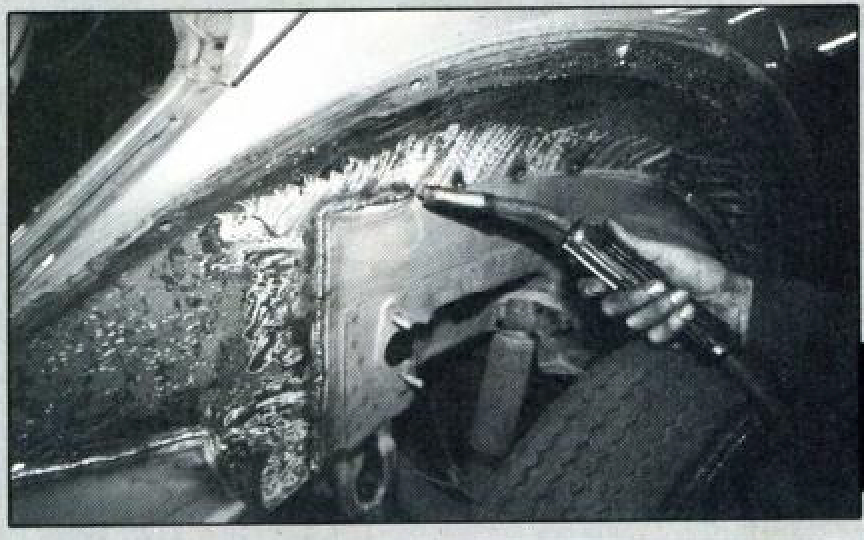
*The sealing-rubber channel round the boot is a most wonderful rust trap. The only way to get round the problem is to grind it off and use a bonnet-mounted seal.*



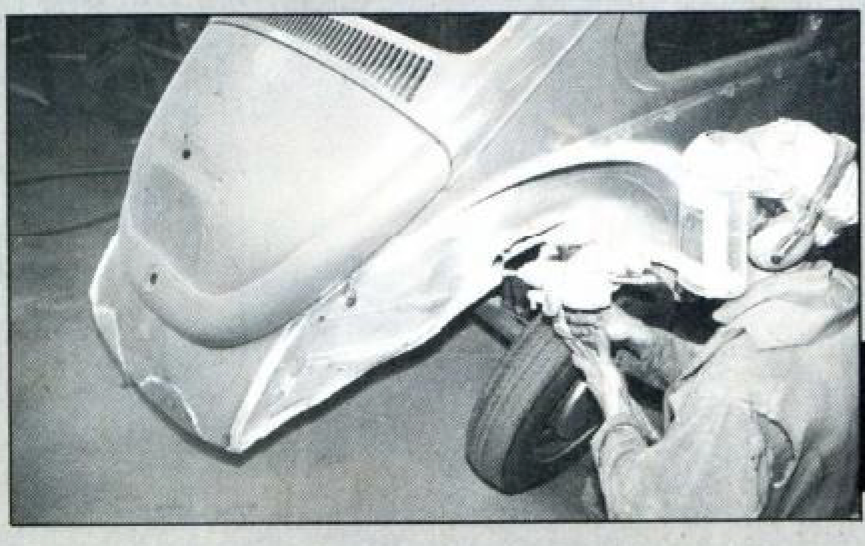
*Rear body mounts rust like crazy and can only be effectively repaired by use of a proper repair panel such as this. It saves a lot of time in the long run, costs little.*



*Similarly the rear bumper mounts take the brunt of mud and salt chucked around by the wheels – another candidate for replacement with a purpose-made repair panel like this.*



*Using a mig-welder is both quick and avoids distortion of surrounding metalwork. However, you must remember to remove all combustible materials like carpeting inside!*



*Zinc-spraying of finished repair will ensure that rust is kept at bay for as long as possible. If you've spent much time and money on repairing car, why not make it last?*

FRANCE
PRO X100

# CATCH THE NEW WAVE.
# PRO X100.

These unique multi-layered colored lenses feature an advanced compound called zirconium oxide. Pro X100 provides 100% UV and 100% IR protection while allowing greater visibility without color distortion.

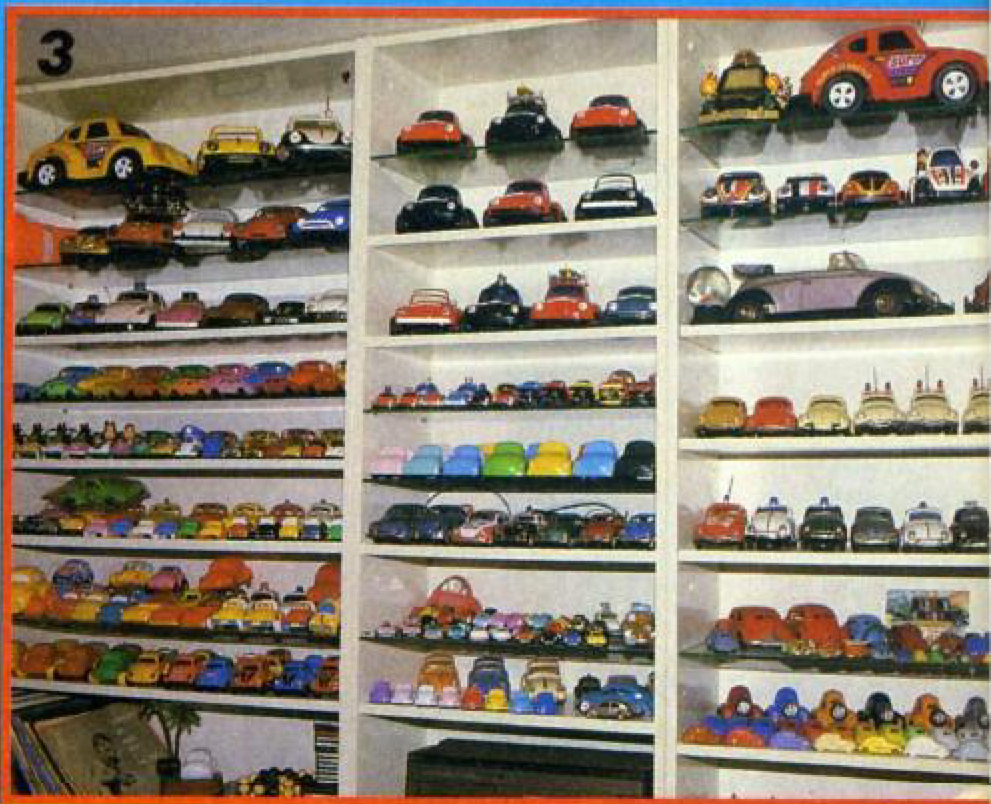
Pro X100, the official surf glass. From Style Eyes, of course.

STYLE EYES
OF CALIFORNIA

First Floor, Ocean Chambers, Cliff Road,
Newquay, Cornwall TR7 2NE. Tel: 0637 871155

Shaun Tomson wearing Pro X100.

# NOT FOR PLAY!

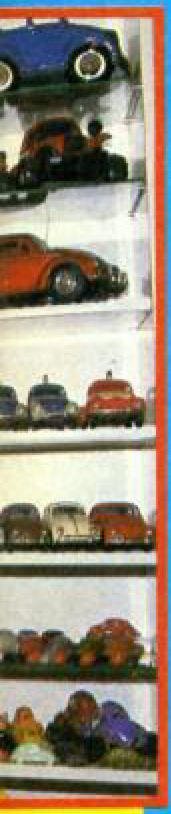

3

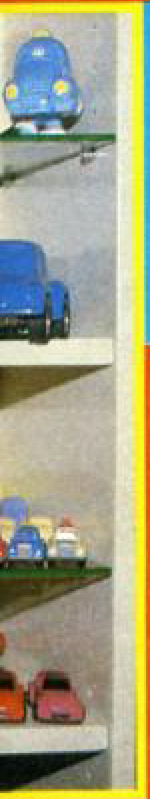
1

4

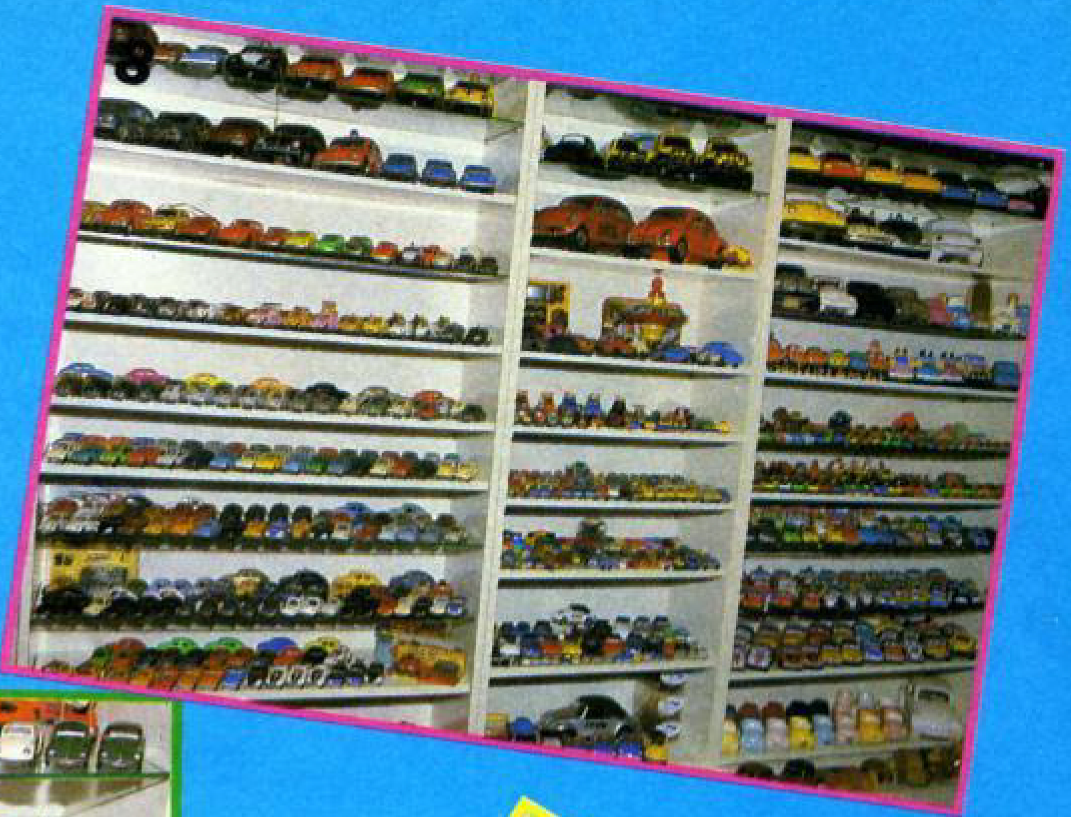
2

5

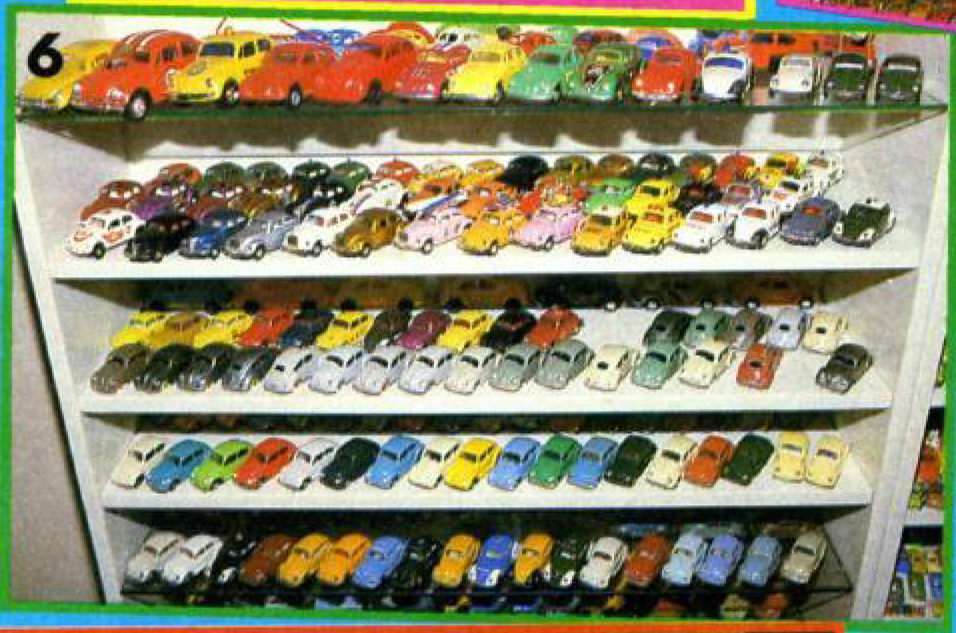




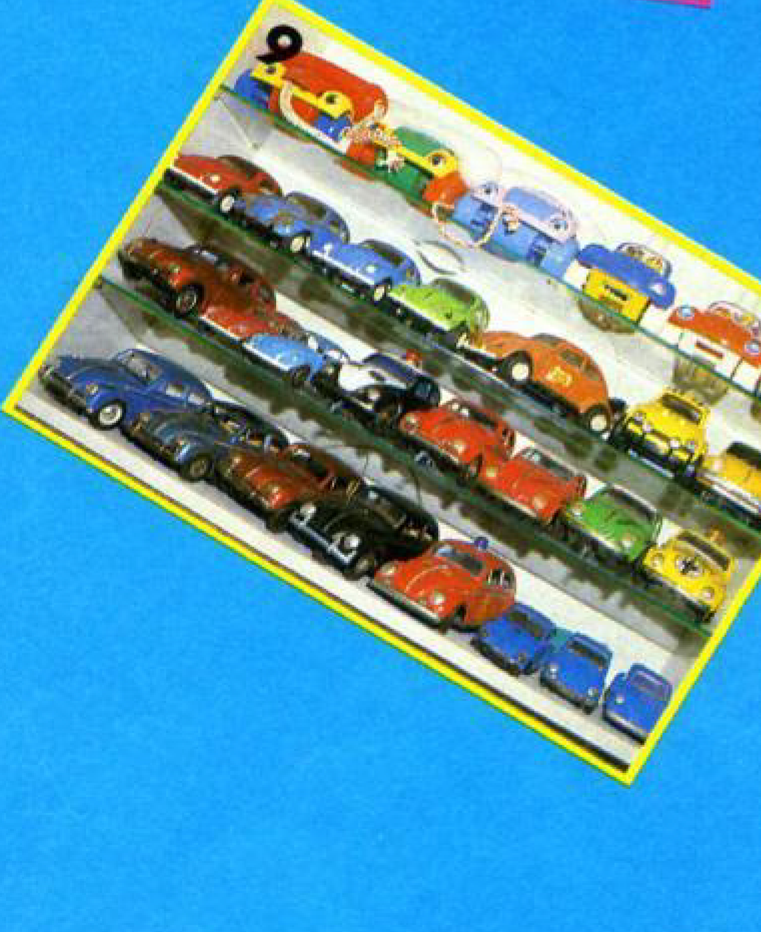
1: Oldest cars in the collection include 1938 Marklin (middle left) and '47 JNF (top right). Others are from 1948-50. 2: Bajas and roundabouts! 3: Overall view shows huge size. 4: Ceramics and plastics. 5: Tinplate and wood. 6: Diecasts include Dinkys. 7: Yet more diecasts and plastic moulded Bugs. 8: Overall view of remainder of collection. 9: Play 'phones, pull-alongs, friction-drives, remote control – you name it, they're in the collection. Even such things as loo-roll holders, potties, clocks, watches, plastic kits are to be found around the house. It's awesome – and so is the prospect of dusting them all! Definitely not for playing with!



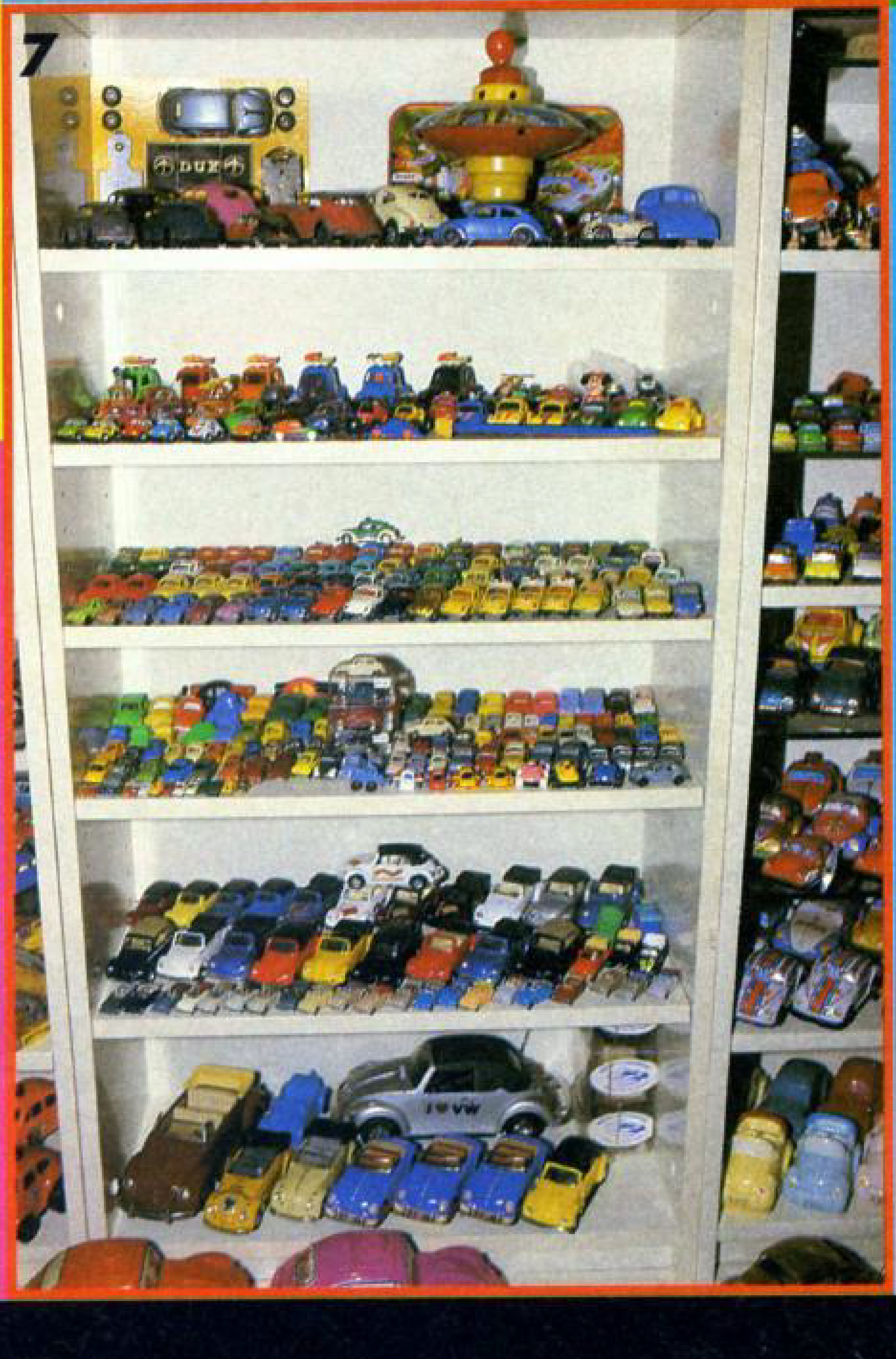
8



6



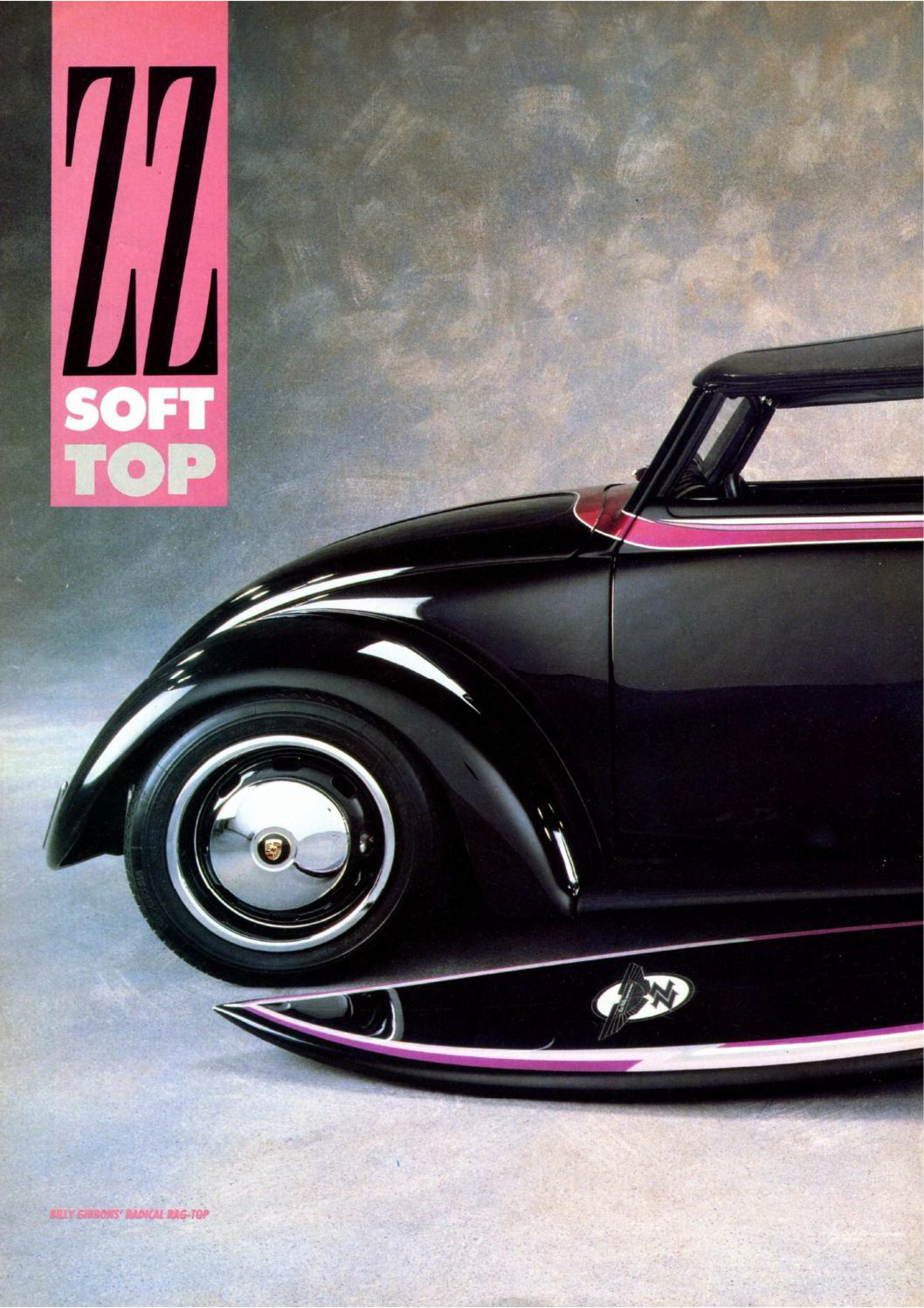
9



7

*Many VW owners end up buying a model or two – usually a replica of their own car – but few get this carried away! In France there happens to be a collector (for security reasons wishes not to be identified) who let himself get a bit carried away by it all! Over 1500 toy Beetles later, he now finds himself with one of the largest and most valuable VW collections in the world. Many of the models are almost 40 years old – the oldest dates back to 1938! – and a vast number are totally irreplaceable. He is also seeking still more – especially Corgi and Spot-On. Can anyone help?*

# ZZ SOFT TOP

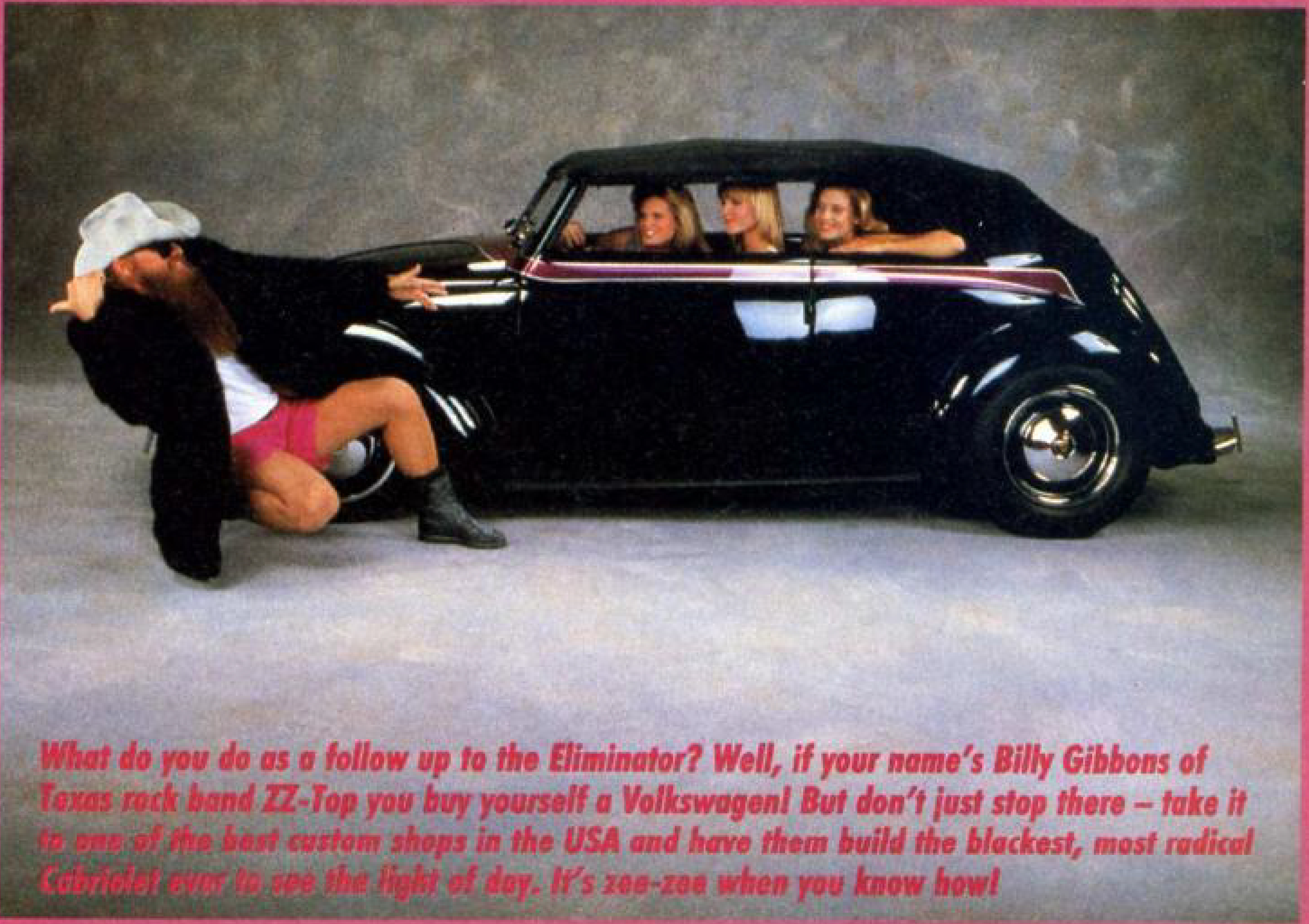


BILLY GIBBONS' RADICAL RAG-TOP

VOLKS WORLD

*Full story – turn to page 38!*

# ZZ SOFT TOP



*What do you do as a follow up to the Eliminator? Well, if your name's Billy Gibbons of Texas rock band ZZ-Top you buy yourself a Volkswagen! But don't just stop there – take it to one of the best custom shops in the USA and have them build the blackest, most radical Cabriolet ever to see the light of day. It's zee-zee when you know how!*

Style according to Texas: there is no other way to describe and no 'badge' that can be pinned on ZZ Top's new automobile, the wicked Volkswagen Convertible you see before you.

The beginnings of this less-than-humble little Bug can be traced back to a certain VW show in California which Billy Gibbons, ZZ Top's main man (and guitarist) just happened to be passing. As you will gather from any photos you may see of various Stateside VW shows, the standard of the cars is very impressive. But surely, being the owner of the '80s most famous hot-rod, the Eliminator, you can't be that easy to convert to VWs.

Luckily for Denny Johns of D & D Speciality Cars, he'd invested in a trade stand at the event, and as Mr Gibbons mooched past, Mr Johns grabbed him by the beard and said 'Oy, mate! How about paying me lots of money, and letting me build you a project VW?' Actually, it didn't happen like that at all, but that's artistic licence for you.

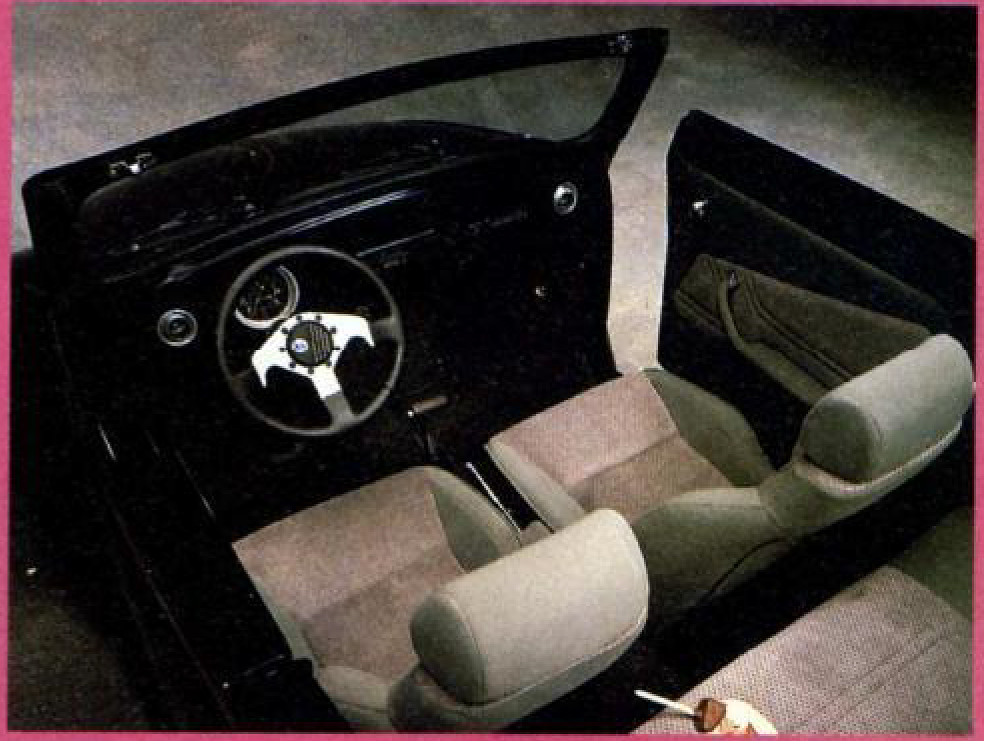
Whatever was said, we do know that after the show Billy and Denny had agreed that a ZZ Top VW should be built. It is interesting to note that, having seen what must be the best of the Cal Look trend right there in California, Billy's Bug turned out to be so different. There seem to be as many hot rod influences as SoCal; fat tyres, limited rear visibility – none when the hood's up – frenched rear lights, '59 Caddy tail lights, suicide doors, hi-tech flip-up headlights, chopped posts, and a seriously black amount of black.

Although he's unsure about the year of the bodyshell (probably a '69) Denny is certain that the car's based on a '70 chassis. The wings and bonnet were replaced with pre-'67 parts and all holes, such as the small grilles at the front and tail-pipe cut-outs, were filled.

Chrome trim obviously went in the bin, bumpers were replaced by hand-built bullet T-bars, handles – except the engine cover handle for some strange reason – were removed as was the VW badge which was given to some mates in the music business, who then started a trend.... It is of course unusual for all handles to be removed. In the UK the bonnet and boot catches are often dispensed with as it's simple to open both by cables located inside, but door handles are usually left, because of the vast expense of smashing yer windows every time you want to get in. No such problem for Mr Gibbons, who gets in his car from a hands-and-knees position on the sidewalk; the outside releases for the solenoid operated doors being '37 Ford starter buttons, located underneath the running boards.

Getting out once you're in is just as difficult and entails fiddling about under the dash, taking care not to turn on the hazards or flip up the headlights. Ah yes, those headlights! Specially designed by D & D, they are certainly different, and once you've got used to them, look pretty neat, especially from the side.

The overall stance of the Vee Double-U is the ready-to-pounce look familiar to so many hot rods. This heavy foward rake comes courtesy of a 3½in Zee Zee Chop to the shield posts, and a build up of about 3in at the back, on the double wall where the hood sits. Original torsion bar suspension was fitted with Sway-A-Way adjusters, providing a nose dive of 4in while the rear end sits one spline lower.



*Interior is just so fine, SoCal. Shame about the ice-lolly on the back seat – some passengers just don't care. Check suicide doors!*

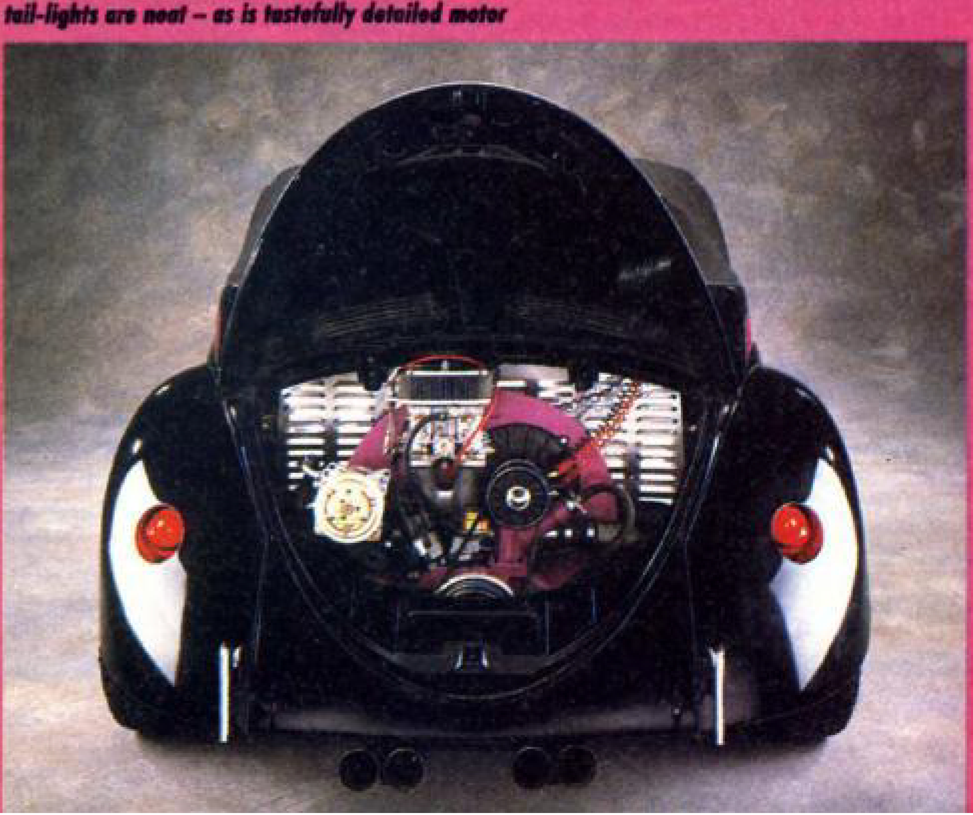
Shorter front and rear shocks and Michelin 135s front and 185s rear, and four-lug wheels with Porsche hubs complete the look. So, all in all, there's a minus of 7½in at the front, and a build up of approximately 2in at the rear – that's quite some rake!

Other interesting little touches are the shaved drip rail from the top of the windshield to the bottom of the quarter panel, the lack of a W-shape boot lid – which you'd expect to find on a car of this calibre – and the totally re-trimmed

*Now that's what you call service! Those beautiful bodylines just cry out for some extra special attention. The car isn't all bad either*

***Front end shows radical flip-up light to good effect. Shame you can't see them in action 'cos they're just totally unique. That's style!***

***Four exhausts and chrome engine lid handle take some getting used to. Frenched Caddy tail-lights are neat – as is tastefully detailed motor***



interior; actually, that's not just a little touch. . . .

The totally re-trimmed interior incorporates bucket seats, Datsun headrests – watch out Bluebird owners, the Beasties might start a new trend – and hand constructed door panels with Ford arm rests. Grey loop-pile carpet edged in black compliments both the seats and paint. A billet aluminium column (more street rod influence) wears its Formuling steering wheel with pride. JVC kindly donated the cassette deck with seven-band graphic equaliser.

Power for this beastly black Bug is supplied by a modified 1600 twin-port fitted with a forged crank and larger 92mm cylinders. A 36mm Dellorto carb was incorporated, along with a Bugpack hi-lift cam. Early-style painted fan shroud, with some curly red wire, and a louvred fire-wall add the finishing touches. Fumes blasted out by the engine, now running at an increased capacity of 1835cc, find their way out to pollute the Texan streets via a modified Monza exhaust.

It's clean, it's mean, and judging by the candy graphics, with the lil' set of interlinked Zs – just visible behind the doors – it's very definitely a Zee Zee machine. **BA**

---

*If you want to see more cars of the stars, Beki Adam has just completed a book entitled* ***Star Cars*** *from which these photographs are borrowed. Published by Osprey at just £9.95 it contains 120 colour photos of the top show-biz automobiles. Available at WH Smith and all good bookshops.*

***Ah, the spare drive system! Every car should have one in case of emergencies, is this what they mean by long-legged gearing?***

# EXCHANGE ENGINE PRICES SO LOW, THEY DRIVE OUR COMPETITORS SPARE!

ALL PRICES INCLUDE VAT! REMEMBER THIS WHEN COMPARING WITH OTHER ADVERTISERS' PRICES.

**FREE!** When fitting engines, we always make a detailed inspection of your clutch, heat exchanger, silencer, dynamo/alternator, starter motor etc and we'll fit any necessary replacement FREE OF CHARGE — we only charge for the parts — **at discount price!** The same applies to clutches, gear linkages, drive shafts and CV joints when we fit a replacement gearbox.

*READY TO DRIVE AWAY*

| | |
|---|---|
| Air-cooled engines up to 1500cc (to '70) | **£316 fitted** *incl. VAT* |
| Air-cooled engines up to 1600cc ('70 to '79) | **£351 fitted** *incl. VAT* |
| All water-cooled engines up to 1600cc (pre '79) *(Golfs, Polos, Passats etc, but not injected or diesel engines)* | **£442 fitted** *incl. VAT* |
| LT 4-cylinder petrol engines | **£633 fitted** *incl. VAT* |

*THESE PRICES INCLUDE ALL OIL, GASKETS ETC, FITTING AND VAT.*
***NO HIDDEN EXTRAS.***

All engines are assembled in our own workshops, test-run and guaranteed for 12 months.

## GEARBOXES, TOO!

| | |
|---|---|
| 1600cc Van up to '75<br>MRP £502.47 | OUR UNIT **£201.25** |
| Beetle<br>MRP £452.35 | OUR UNIT **£201.83** |
| Golf/Scirocco<br>MRP £444.92 | OUR UNIT **£209.88** |

*Gearbox prices exclude fitting but include VAT.*
All gearboxes are guaranteed for 12 months.

**M.O.T.**
**Ministry of Transport Testing Station at Sydenham**

## TIRED OF WAITING?

We keep a high stock level of all engines so we'll be able to replace your old one straight away. You can collect it from either of our London branches (at prices even lower than those shown, which of course include fitting), or we can arrange to deliver it to any UK mainland address, or we'll fit it for you in our own workshops, usually within 24 hours.

## WHO WILL FIT IT?

All our exchange engines are fitted by experienced and responsible people, on our own premises and under strict supervision. In this way we can be sure for example that the timing is correctly set and that no mistakes are made which could later lead to trouble. And to ensure your complete confidence, we'll gladly show you round our engine assembly shop and you can judge us for yourself!

## OUR ENGINE SPECIFICATION

Reground crankshaft and new bearings; new camshaft bearings; crack-tested cylinder head/s crankcase etc; new guides, refaced seats, new valves, springs and exhaust studs; new barrels, pistons, rings and small ends; other reciprocating parts checked to ensure conformity to manufacturer's original specification and replaced if necessary; new plugs, seals, gaskets and oil.

### SERVICING, TOO!

We also carry out regular servicing to all VW Audi models and we are equipped with up-to-the-minute hi-technology diagnostic testing & tuning facilities.

SUPER DEALS ON SPARES TOO!

SUPER DEAL

| | |
|---|---|
| Beetle Vented Engine Cowls | £13.23 |
| 200mm Clutch kits-Beetle/Van | £37.50 |
| Clutch kits for Golf up to 1·3 | £37.50 |
| CV joints-Van | £28.18 |
| Golf front Inserts -up to '84 | £18.50 |
| Centrifugal Distributor -air-cooled | £69.00 |

Prices include VAT

Super Deal prices do not apply to Volkspares Agents

## HELPFUL ANSWERS TO YOUR QUERIES

When you call at our sales counter or phone our mail order department, you'll find us friendly and cooperative. Our sales staff have many years' experience of Audi VW's (don't forget that Volkspares was one of the pioneering independent VW specialists). Their knowledge is encyclopaedic — their enthusiasm refreshing!

**OPEN 7 DAYS A WEEK**

| | |
|---|---|
| Mon to Fri | 8.30 am to 6.30 pm |
| Saturday | 9.00 am to 4.00 pm |
| Sunday | 10.00 am to 1.00 pm |

*(Leytonstone branch closes 5.30 pm weekdays.)*

## OUR LEYTONSTONE BRANCH

If you're coming from the north, why not use our N.E. London branch? Situated on the A11, south of the junction of the M11 with the North Circular Rd (A406), it carries our full range of spares and engines. You can also leave your car with us here for engine fitting/servicing at Sydenham.

**CREDIT TERMS**
Credit terms are available on any order of £50 or over. Please enquire for details.

**OUR PROMISE**
If you buy an item from us which you could have bought cheaper elsewhere in the London area, we'll refund the difference!

**VAT/PRICES**
Volkspares prices include VAT and apply to mail order or personal shoppers at our London branches only. Prices of goods bought outside the London area may differ from those shown.

**CARRIAGE**
Please add £2.75 per order to offset postage costs. ROADLINE 24-48 hour delivery to UK mainland addresses: £4.50, up to 40 lbs. We insure against loss or damage to goods in transit to your address.

**ORDER BY PHONE**
Phone us on our Mail Order Hotline — 01-659 7870 — and quote your Credit Card no. for immediate despatch. Couldn't be easier! Don't forget to have all relevant details to hand.
MINIMUM ORDER VALUE £10.

**Send large S.A.E. to Head Office for your FREE Volkspares Sun Strip!**

## VOLKSPARES AGENTS

**Sussex:**
Vee Fix *(Spares, Engines, Repairs)*
Stockwell Works, Stephenson Way,
Three Bridges, Crawley.
Tel: (0293) 545980

**Bedfordshire:**
Millotane Ltd *(Spares, Engines, Repairs)*
97 York Street, Bedford.
Tel: (0234) 58126

**Surrey:**
Volks Autos *(Spares, Engines, Repairs)*
Unit 3, South View, Lingfield
Common Road, Lingfield, Surrey.
Tel: (0342) 832857

**Birmingham:**
Volksbits *(Spares, Engines)*
800 Pershore Road, Selly Park,
Birmingham B29 7NG. Tel: 021-472 4285

# VOLKSPARES

*Main Stores and Head Office:*
Volkspares Ltd.
104 Newlands Park,
Sydenham,
London SE26 5NA.
**Tel: 01-778 7766/0710**
Telex: 8954073

*North-East London Branch:*
Volkspares Ltd.
591 High Road,
Leytonstone,
London E11.
**Tel: 01-539 0513/4**

*Prices are correct at time of going to press.*

# SERVICE GUIDE

***Unlike so many other makes of vehicle, the trusty Volkswagen is well served by literally dozens of independent specialists throughout the country, from Cornwall to Scotland, Ireland to East Anglia. To ease the task of searching out the company that's nearest to you,* Volksworld *lists here, county by county, the UK's Volkswagen specialists, along with their addresses, telephone numbers and a code to tell you what services they offer.***

***The code is as follows:***

***P = Parts Sales***
***W = Workshop Facilities***
***B = Bodywork and Paint Facilities***
***T = Tuning and Custom Parts Sales***

## LONDON

**Peter Norris**
Unit 1 Ellerslie Square
No 11 Lyham Road
Brixton SW2
01 733 6520 **(PWB)**

**Veewee**
34 Acre Lane
Brixton SW2 5RS
01 274 7070 **(P)**

**Veewee**
Victoria Wharf
off Grove Street
Deptford SE8
01 691 7217 **(P)**

**Shooters Hill Garage**
**(Burmah Petrol Station)**
Messeter Place
Footscray Road
Eltham
London SE9
01 850 2889 **(PW)**

**Aircool Ltd**
58A Highbury Grove
London N5
01 226 1436 **(PW)**

**Baba**
6A Sulina Road
Streatham
London SW2
01 674 5696 **(PWB)**

**D & S Motors**
**(Volkshouse Ltd)**
Units 1, 2 & 10 Creek Rd Ind Est
Creek Road
London SE8
01 691 8983 **(PWBT)**

**German & Swedish Car Centre**
843 Harrow Road
College Park
London NW10 5NH
01 960 8182 **(P)**

**SN Autospares & Co**
85-87 Old Church Road
Chingford
London E4
01 524 8061 **(P)**

**Stevens Motors**
**(Dismantlers)**
100A Pulteney Road
Wanstead
London E18
01 530 5550 **(PW)**

**Veewee**
390 Harrow Road
London W9
01 286 8664 **(P)**

**Volkspares**
104-106 Newlands Park
London SE26
01 778 7766 **(PW)**

**Volkspares**
591 Leytonstone High Road
London E11
01 539 0513 **(P)**

**Autocraft**
55 Hillreach
Woolwich SE18
01 855 9844 **(PW)**

## ANTRIM

**Volks Components**
103 Fitzroy Avenue
Belfast
Antrim
0232 248584 **(PT)**

## AVON

**VW Centre (Bath)**
22-24 Cheltenham Street
Bath
Avon
0225 337501 **(PWT)**

**Graham Batt**
39-46 Feeder Road
Bristol
Avon
0272 717057 **(PWB)**

**Veewee**
569 Stapleton Road
Bristol
Avon
0272 519115 **(P)**

**Vee W Services**
Colston Yard
Off Colston Street
Bristol
Avon
0272 668959 **(PW)**

**Continental Spares**
**(Bristol) Ltd**
435-437 Wells Road
Knowle
Bristol 4
Avon
0272 776544 **(PWB)**

## BEDFORDSHIRE

**L A Autoservices**
5 Shuttleworth Court
Shuttleworth Road
Bedford
Beds
0234 54237 **(PWBT)**

**Millotane Ltd**
97 York Street
Bedford
Beds
0234 58126 **(PW)**

## BERKSHIRE

**Garrett-Wright**
421 Bath Road
Cippenham
Berks
06286 2006 **(PT)**

**UVA**
Argents Mere High Technology Park
Hambridge Rane
Newbury
Berks RG14 5TU
0635 33888 **(PWBT)**

**Autovolks**
19 Stadium Industrial Estate
Oxford Road
Reading
Berks
0734 418115 **(PWB)**

## BUCKINGHAMSHIRE

**Brooks Beetles**
High Street Garage
High Street
Princes Risborough
Bucks HP17 0AE
08444 4592 **(PWBT)**

**Wizard Roadsters**
Sunnyside
Green Lane
Farnham Common
Bucks
02814 4610 **(P kits)**

## CAMBRIDGESHIRE

**Wagenmaster**
Moorglade, Mill Road
West Walton
Nr Wisbech
Cambs
0945 64650 **(PWBT)**

## CHESHIRE

**Volksave**
87 Christleton Road
Boughton
Chester
Cheshire
0244 319671 **(P)**

**Limited Edition**
16 Greys Court
Kingsland Grange
Warrington
Cheshire WA1 4SH
0925 822226 **(P)**

## CLWYD

**Volksave**
24 Vale Road
Rhyl
Clwyd
0745 37543 **(P)**

## CORNWALL

**AH Cyster Motor Engineers**
Crowlas
Penzance
Cornwall
0736 740599 **(PW)**

**Penzance Volkscare**
Buryas Bridge Garage
Buryas Bridge
Penzance
Cornwall
0736 65464 **(PWB)**

**Volks Engineering**
Wesley Street
Redruth
Cornwall
0209 217161 **(PW)**

## CUMBRIA

**Carlisle Autovolks**
Millrace Road
Willowholme Ind Est
Carlisle
Cumbria
0228 46934 **(PWB)**

## DEVON

**Volks City Spares**
1 Monks Road
Exeter
Devon
0392 211414 **(P)**

**Phil Davis**
30 Emma Place
Stonehouse
Plymouth
Devon
0752 664471 **(PWBT)**

**Volks City Spares**
Cattewater Road
Cattewater
Plymouth
Devon
0752 27116 **(PW)**

**Volkswest**
65A St Edmunds Road
Plain Moor
Torquay
Devon
0803 314560 **(P)**

RAT Buggy
PRICES FROM £500 + VAT

COUNTRY VOLKS

Appollo
£695 + VAT

**Incorporating F.F. Kit Cars & Conversions**
**28 Martins Wood Chineham Nr. Basingstoke Hampshire. Tel. Basingstoke: 473847**

NEW Standard Fibreglass wings
sloping headlights "CAL-LOOK"
1200/1300/1500/GT FRONT £30
1200/1300/1500/1302S REAR £28

| | |
|---|---|
| 009 Distributor | £39.50 |
| Front Beam Adjusters | £15.50 |
| Coil over Shock Absorbers | £43.35 |
| Trick Fan Shrouds | £46.00 |
| Rocker Covers Chrome | £10.50 |
| Alloy Rocker Covers Clip-on | £15.50 |
| Alloy Rocker Covers Bolt-on | £16.50 |
| Ignition leads yellow, blue | £8.95 |
| Coloured Dis caps | £5.60 |
| Power Pulley with Holes | £18.50 |
| Smooth Power Pulley | £16.25 |
| Standard Pulley with Holes | £18.50 |
| Smooth Standard Pulley | £16.25 |
| Chrome Fuel Pump | £22.50 |
| Ducktail spoilers | £25.00 |
| Front spoilers | £19.00 |
| Bonnet Scoop | £10.00 |
| Rear Apron | £18.00 |
| Flared Wings | £26.00 |
| Baja Bug Kit | £160.00 |
| Baja Bug Kit | £230.00 |

★"T" Shifter Gear Lever 40% less – now £34.05 ★

**This is just a selection of our custom parts. Please ask or write to us with your requirements. We also sell standard VW and Audi replacement parts. Securicor and Mail Order Service available. Prices subject to VAT and Delivery. VAT @ 15%. Prices may be subject to variation.**

# BEETLE ECONO KITS

**Specialists in VW Beetle based 40's Style Van and Coupe LOW COST, easy conversion GRP Kits, with prices starting from only £475.00 inc. VAT. Also we produce a large range of Custom VW Beetle GRP panels incl. Wide Wings, Running Boards, Bonnets, Visors, etc....**

**Also available major U.S. V.W. event video tapes...**

**Send £1.00 only for our catalogue.**

***New Address***
**5, Blackwater,**
**Hurn Road,**
**Christchurch,**
**Dorset. BH23 6AF**

*Callers always welcome.*
*9.30-5.30 MON-SAT.*

Street BEETLE

☎ (0202) 485750

# STEVENS MOTORS

# VW DISMANTLERS

STARTERS & ALTERNATORS
6MONTHS
GUARANTEE

Three floors of guaranteed used spares

GEARBOXES
12MONTHS
GUARANTEE

## 100a PULTENEY RD
## LONDON E18

9.00am to 5.00pm – Monday to Saturday

☎01-530-5550

## MAIL ORDER BY CREDIT CARDS

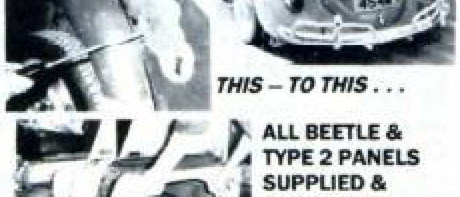
VISA

Access

## HOUSE OF HASELOCK 'THE COUNTRY'S LEADING VW RESTORATION SPECIALIST'

*HOW RESTORATIONS CAN SAVE YOU MONEY*

There's nothing to touch your VW in terms of quality but the British climate corrodes any car's bodywork eventually. You could replace your beloved VW with a new car – but new car quality can be a joke! What's more, a Haselock restoration preserves the value of your Beetle or Caravette (or other Type 2) whereas a newer car loses money the moment you drive it away. So let us build back into your car the quality put there by VW's engineers in the first place. We've been restoring VWs for 15 years and between us, we've spent 65 years working on them! It makes you feel old!



*THIS – TO THIS . . .*

**ALL BEETLE & TYPE 2 PANELS SUPPLIED & FITTED, INCLUDING SOME MADE UNIQUELY FOR OURSELVES**

**COLLECTION & DELIVERY SERVICE – NATIONWIDE!**

☆ FULL OR PLANNED STEP-BY-STEP RESTORATIONS AVAILABLE
☆ QUALITY *MOT WELDING* ON ALL MODELS, INCLUDING GOLF
☆ SPECIALIST SUPPLIERS AND FITTERS OF ALL AIR-COOLED AND WATER-COOLED ENGINES
☆ BODY PANEL CATALOGUE AVAILABLE SEND SAE
☆ ADVICE, INSPECTION AND CONSULTATION FREELY GIVEN – PLEASE SEND SAE WITH ALL WRITTEN ENQUIRIES
☆ AGREED VALUE INSURANCE ARRANGED

**HASELOCK**

22 Slingsby Close, Attleborough Fields Ind. Est.,
Nuneaton, Warwickshire, CV11 6RP.
NUNEATON (0203) 328343
**OPEN DAILY 9.00–5.00, SAT. MORNING,**
**& MOST WEDNESDAYS UNTIL 9.00P.M.**

## DORSET

**Regan & Hines Motors**
1B Cardigan Road
Winton
Bournemouth
Dorset
0202 532644 **(PW)**

**Street Beetle**
5 Blackwater
Hurn Road
Christchurch
Dorset
0202 485750 **(P kits)**

**Autocavan Southern Ltd**
Unit 6 Alders Hill Ind Park
Alder Road
Poole
Dorset
0202 722535 **(PWT)**

**Regan & Hines Motors**
538 Wimborne Road East
Ferndown
Wimborne
Dorset
0202 872624 **(PW)**

**Volkskay**
51A Southcot Road
Bournemouth
Dorset
0202 27074 **(P)**

## ESSEX

**Vehicle Workshop Specialists**
1 Lower Southend Road
Wickford
Basildon
Essex
03744 69555 **(PW)**

**Ace Auto Spares**
230 High Road
Chadwell Heath
Essex
01 599 8356 **(PWB)**

**John Austin**
Unit 4 Prince of Wales Ind Est
Marksty
Colchester
Essex CO6 1ED
0206 211483 **(PWB)**

**Ace Motor Company**
Units 3 & 4 Eldonwall Ind Est
Whalebone Lane South
Dagenham
Essex
01 592 0096 **(PWB)**

**Schilward Motors**
Castle Garage
Great Leighs
Essex
0245 361383 **(PW)**

**German Car Co**
1075 London Road
Leigh on Sea
Esex SS9 3JP
0727 710394 **(PWBT)**

**Total Volkswagen**
120A High Street
Maldon
Essex
0621 54080 **(PWBT)**

**Volksparts**
535 South Church Road
Southend
Essex
0702 619842 **(PWBT)**

**Autoserve**
126 Dock Road
Tilbury
Essex
03752 79988 **(PW)**

## GTR MANCHESTER

**M Fenwick**
69 Whitworth Street
Openshaw
Manchester
Gtr Manchester
061 223 6681 **(PWBT)**

**Veewee**
271 Wellington Road South
Stockport
Gtr Manchester
061 429 6099 **(P)**

## GWENT

**Foster-Main & Cooke**
25 St Michaels Road
Abergavenny
Gwent NP7 5AY
0873 3774 **(PWBT)**

## HAMPSHIRE

**Country Volks**
28 Martins Wood
Chineham
Nr Basingstoke
Hants
0256 473847 **(PT)**

**Southsea Motor Accessories**
425 Millbrook Road
Southampton
Hants
0703 787118 **(PWT)**

**Southsea Motor Accessories**
63 Elm Grove
Southsea
Hants
0705 824028 **(P)**

## HEREFORDSHIRE

**Hereford Volkshop**
8 Rockfield Road
Hereford
0432 277046 **(PWBT)**

**Kidderminster Volkshop**
Dixon Road
Longmeadow Mills
Kidderminster
Hereford
0562 752497 **(PW)**

## HERTFORDSHIRE

**Volks Discount**
50 London Road
Bishops Stortford
Herts CM23 5NT
0279 507541 **(PWBT)**

**Europa Accessories**
32-34 London Road
Apsley
Hemel Hempstead
Herts
0442 48894 **(P)**

**Europa Accessories (Moss Motors)**
23 Bedford Road
Hitchin
Herts
0462 54871 **(P)**

**International Motor Parts**
9 Lytton Road
New Barnet
Herts
01 440 2019 **(P)**

**Leo's Auto Point**
118-120 High Street
Melbourn
Royston
Herts
0763 61958 **(PWB)**

**Europa Accessories (Moss Motors)**
Holywell Industrial Estate
Watford
Herts
0923 40333 **(PWBT)**

## KENT

**Volksline**
Broad Oak Road
Canterbury
Kent
0227 67958 **(PWBT)**

**C+F Motors**
Unit 11 Holmestone Road
Coombe Valley Ind Est
Dover
Kent
0304 207743 **(PWT)**

**B&H Motor Engineers**
200 Rochester Road
Gravesend
Kent
0474 533319 **(PW)**

**B+B Components**
1A Queen Ann Road
Maidstone
Kent
0622 677662 **(PWT)**

**Vee Wise**
18 Park Road
Ramsgate
Kent
0843 582956 **(PW)**

**J Bowles**
Lockyears Yard
Rye Lane
Dunton Green
Sevenoaks
Kent
0732 450331 **(PWB)**

## LANARKSHIRE

**M Dougan**
10 Westwood Road
New Mains
Wishaw
Lanarkshire
0698 382800 **(PW)**

## LANCASHIRE

**Autoparts Northern Ltd**
406 Blackburn Road
Accrington
Lancs
0254 384500 **(P)**

**Roe Lee Motor Spares**
459 Whalley New Road
Blackburn
Lancs
0254 57907 **(P)**

**Volkservice**
Clifton Road
Marton
Blackpool
Lancs FY4 4QA
0253 61718 **(PW)**

**Volkswagen & Audi Services**
Redmarsh Ind Estate
Thornton Cleveleys
Blackpool
Lancs
0253 821971 **(PWB)**

**Veewee**
Unit 1 Howard Street
Bolton
Lancs
0204 392520 **(PW)**

**Volksmaster**
151-157 Huddersfield Road
Oldham
Lancs
061 678 9610 **(PWBT)**

**Autocavan Northern**
Unit 2 Buckley Road Ind Est
Rochdale
Lancs
0706 526286 **(PWT)**

**VW & Audi Discount Centre**
166 Manchester Road
Higher Ince
Wigan
Lancs
0942 323049 **(PW)**

## LEICESTERSHIRE

**Volksline**
55 Windsor Street
Burbage
Hinckley
Leics
0455 618361 **(PWB)**

**Lion Garage**
Jarvis Street
Leicester
Leics
0533 22044 **(PWBT)**

**Volkswares**
Autowagen House
173 Loughborough Road
Leicester
Leics
0533 669998 **(PWB)**

## LINCOLNSHIRE

**St Martins Garage**
Scotgate
Stamford
Lincs
0780 63160 **(PW)**

## LOTHIAN

**Archie Graham Auto Services Ltd**
172 The Lane
Easter Road
Edinburgh
Lothian EH7 5QS
031 652 1677 **(PW)**

**John Forbes Automotive**
7 Meadow Lane
Edinburgh
Lothian EH8 9NR
031 667 9767 **(PWT)**

## MERSEYSIDE

**EB Jones**
176-190 County Road
Walton
Liverpool 4
Mersey
051 521 1378 **(PWB)**

## MIDDLESEX

**Antim Motors**
166 Lincoln Road
Enfield
Middlesex
01 363 9759 **(PWT)**

**Lanarch & Son**
68 Inwood Road
Hounslow
Middlesex TW3 1QL
01 570 0197/0320 **(PWBT)**

**International Motor Parts**
Unit 3 Eastcote Auto Care
726 Field End Road
South Ruislip
Middlesex
01 423 4400 **(P)**

**GP Vehicles**
Worton Hall
Worton Road
Isleworth
Middlesex
01 568 4711 **(PWT)**

## NORTHUMBERLAND

**Blythe Beetle Centre**
47-51 Goshen Street
Blythe
N'land
0670 353131 **(PWB)**

## NORTH WALES

**AVW**
Cibyn Industrial Estate
Caernarfon
N Wales
0286 3559 **(PWBT)**

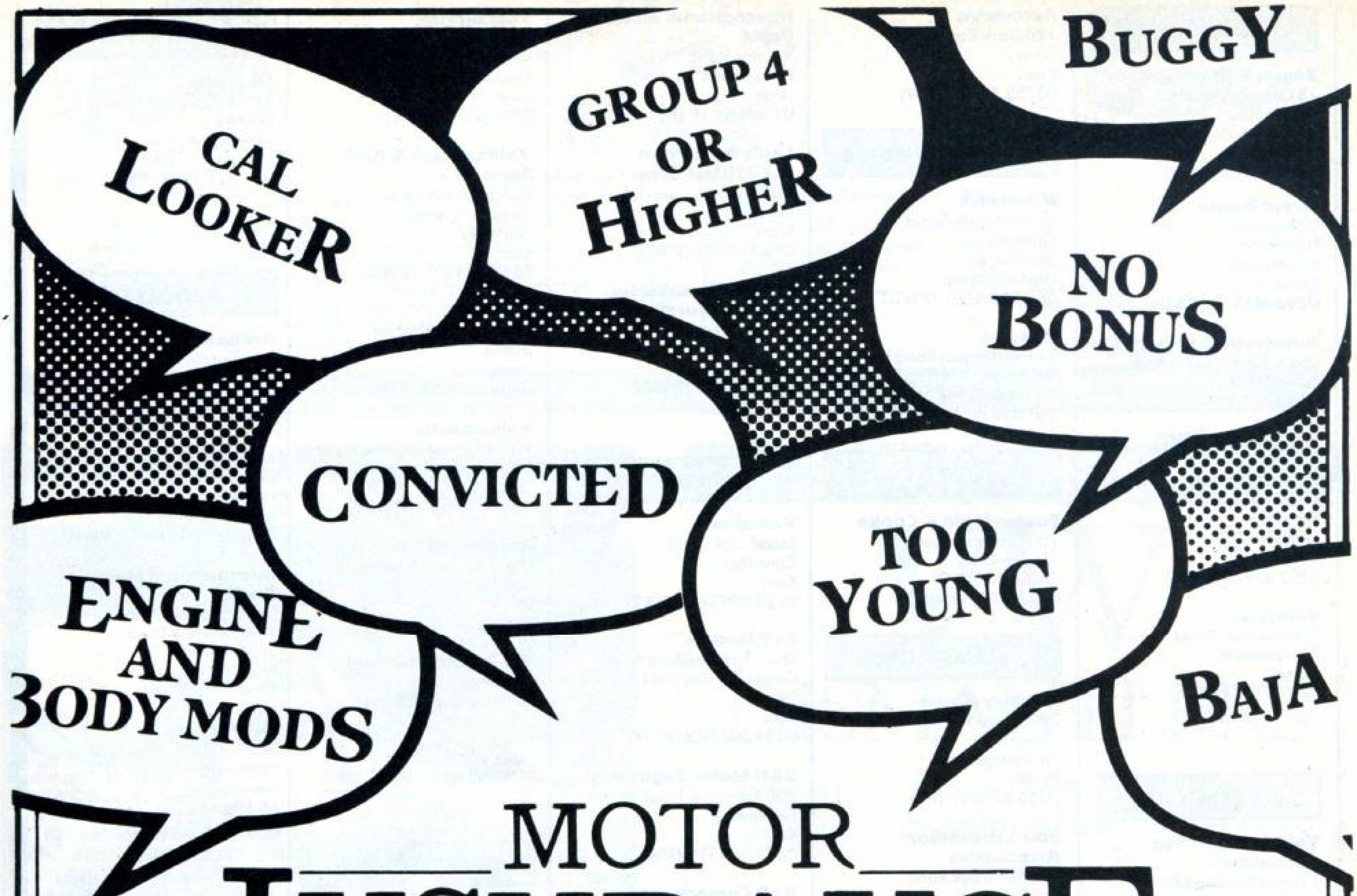
## NORFOLK

**Piccolino Engineering**
ESSO Service Station,
Squire Hill
RAF Marham
nr Kings Lynn
Norfolk
0760 338265 **(PWBT)**

## NORTHAMPTONSHIRE

**DG Motor Service Ltd**
Unit 1A Commercial Way
Wellingborough
Northants
0933 227277 **(PWBT)**

►


CAL LOOKER
GROUP 4 OR HIGHER
BUGGY
NO BONUS
CONVICTED
TOO YOUNG
ENGINE AND BODY MODS
BAJA

MOTOR
INSURANCE
PROBLEMS?

THE RIGHT ANSWERS TO ALL YOUR INSURANCE QUESTIONS ARE AVAILABLE FROM:

Adrian S. Flux & Company

124
LONDON ROAD
KINGS LYNN
NORFOLK
PE30 5ES

TELEPHONE FOR QUOTATIONS

(0553) 765450 / 765316 / 765236

POLICIES EFFECTED AT LLOYDS INSTALMENT PLAN AVAILABLE

## NOTTINGHAMSHIRE

**Autovern**
80 Derby Road
Nottingham
Notts
0604 417873 **(PW)**

**Triax Ltd**
97 Sneinton Road
Nottingham
Notts
0602 503723 **(P)**

## OXFORDSHIRE

**Banbury Autobahn**
Unit 5 Thorpe Way
Banbury
Oxon OX16 8SP
0295 61196 **(PWB)**

## SOUTH GLAMORGAN

**Cardiff VW & Audi Centre**
425-427 Cowbridge Road East
Canton
Cardiff
S Glam
0222 222100 **(PWBT)**

**NG Motors**
Singleton Road
Splott
Cardiff
S Glam
0222 461661 **(PW)**

## SOUTH HUMBERSIDE

**Sth Humberside VW-Audi Discount Centre**
2 Warneford Road
Cleethorpes
S Humb
0472 602352 **(PWB)**

## SOUTH YORKSHIRE

**Triax Ltd**
227 Duke Street
Sheffield
S Yorks
0742 730606 **(P)**

**Volkz Partz**
109 Spital Hill
Sheffield 4
S Yorks
0742 755106 **(P)**

**Volksgear**
Applesfield Road
Sheffield 5
S Yorks
0742 452191 **(PWB)**

## SHROPSHIRE

**Shrewsbury Volkshop**
Starlight Building
Frankwell Quay
Shrewsbury
Shrops
0743 241418 **(PW)**

## SOMERSET

**Arnie Levics**
Leigh Road Garage
Street
Somerset
0458 42707 **(PWBT)**

## STAFFORDSHIRE

**Mackenzies**
Derby Road
Burton upon Trent
Staffs
0283 33337 **(PWBT)**

**Volkscare Garage**
Hawkins Lane
Burton upon Trent
Staffs
0283 64047 **(PWB)**

**W H Jervis & Sons**
VW Garage, Botteslow Street
Hanley
Stoke on Trent
Staffs
0782 29966 **(PWB)**

**Mossmore Garage**
64 Hanley Road
Sneyd Green
Stoke on Trent
Staffs
0782 262072 **(PW)**

## STRATHCLYDE

**D J Dunlop**
51 Green Street Lane
Ayr
Strathclyde
0292 260110 **(PWBT)**

**McGawn Motors**
5 York Street
Ayr
Strathclyde
0292 267334 **(PWB)**

**Robin Hood Motors**
80 Cumbernauld Road
Chryston
Glasgow
Strathclyde
041 779 1716 **(PW)**

**Volksway**
1 Dryburgh Avenue
Rutherglen
Glasgow
Strathclyde G73 3EF
041 647 1000 **(PWB)**

**Huttner & Hood**
38 High Glencairn Street
Kilmarnock
Strathclyde
0563 21903 **(PWB)**

**J Smith (Glassfibre body panels)**
115 Trelawney Terrace
Stevenston
Strathclyde
0294 603979

## SUFFOLK

**Autocavan Eastern**
Unit 8 Boss Hall Estate
Sproughton Road
Ipswich
Suffolk
0473 48166 **(PWT)**

## SURREY

**Volkspeed Engineering**
13 Craddocks Parade
Ashtead
Surrey
03722 77888 **(PWT)**

**Autocavan Components Ltd**
103 Lower Weybourne Lane
Badshot Lea
Farnham
Surrey
0252 27627 **(PWT)**

**Volks Autos**
Unit 3 Southview
Lingfield Common Road
Lingfield
Surrey
0342 832857 **(PWBT)**

**Croydon Autoparts Ltd**
323 Brighton Road
South Croydon
Surrey CR2 6EQ
01 760 0882 **(PWBT)**

## SUSSEX

**G P Autos**
59/60 Western Street
St Leonards on Sea
Sussex
0424 421276 **(PW)**

## TAYSIDE

**Tayside Motor Factors**
101-105 Charleston Drive
Dundee
Tayside
0382 68169 **(PWB)**

## TYNE AND WEAR

**T & W Garages**
28 Arch Forth Goods
Forth Street
Newcastle-upon-Tyne
Tyne & Wear
0632 328079 **(PW)**

**The Covered Wagon**
4 Hollybush Villas
Ryton
Tyne & Wear NE40 3DY
091 413 8421
**Interior**

## WEST MIDLANDS

**URO Auto Spares Ltd**
Unit 21, The Fort Ind Park
Dunlop Way
Birmingham
W Midlands B35 7AR
021 749 4700 **(P)**

**Kingfisher Kustoms**
Unit 21
Mornington Road
Smethwick
Warley
W Midlands
021 558 9135 **(PWBT)**

**Veewee**
58-64 Bristol Road
Birmingham
W Midlands B5 7AA
021 622 5341 **(P)**

**Volksbits**
800 Pershore Road
Selly Park
Birmingham
W Midlands
021 472 4285 **(PT)**

**Intervolks**
Unit 1 Sandpits Ind Est
18 Summerhill Street
Birmignham 1
W Midlands
021 236 6216 **(PW)**

**Arrow Spares**
Factory 6,
Rr of 42 Bayton Road
Exhall
Coventry
W Midlands
0203 362005 **(PW)**

**S P Simnett**
Unit 4 Hillcrest Ind Est
Corngreaves Road
Cradley Heath
W Midlands
0384 62034 **(PW)**

**P W Autoparts**
30 Two Gate Lane
Cradley
Halesowen
W Midlands
0384 67752/65300 **(PWT)**

**D & H Volkspares**
12 Kingsway Road
Fallings Park
Wolverhampton
W Midlands
0902 731743 **(PWB)**

## WEST SUSSEX

**Vee Fix**
Stockwell Works
Stephenson Way
Three Bridges
Crawley
W Sussex
0293 545980 **(PWBT)**

## WEST YORKSHIRE

**Veewee**
53 Main Street
Bingley
W Yorks
0274 569161 **(P)**

**Veewee**
631 Little Horton Lane
Bradford
W Yorks
0274 502747 **(PW)**

**IVC**
Globe Road
Leeds 11
W Yorks
0532 420875 **(PWB)**

**John Rolfe**
107 Harehills Lane
Leeds 8
W Yorks
0532 623272 **(PWT)**

**Wagen-Werke**
350 Huddersfield Road
Mirfield
W Yorks WF14 9QA
0924 490637 **(PWB)**

## WARWICKSHIRE

**House of Haselock**
22 Slingsby Close
Attleborough
Nuneaton
Warks CV11 6RP
0203 328343 **(PWB)**

## WEST GLAMORGAN

**Swansea VW-Audi Discount Centre**
Gower Road
Upper Killay
Swansea
West Glam
0792 204524 **(PWB)**

## WILTSHIRE

**VW Audi Cars**
Unit 12 Treenwood Ind Est
Bradford on Avon
Wilts
02216 7708 **(PWBT)**

**Audi-/Volkswagen Centre**
Lysander Road
Bower Hill
Melksham
Wiltshire
0225 705092 **(PW)**

## WORCESTERSHIRE

**Evesham VW-Audi Centre**
Unit 1 St Richards Road
Fourpools Ind Est
Evesham
Worcs
0386 48195 **(PW)**

**Johnson Brothers (Redditch) Ltd**
Clive Road
Redditch
Worcs
0527 69111 **(PWB)**

## YORKSHIRE

**Acro Engines & Airframes**
Turner Arms Farm
Yearby
Redcar
Yorks
0642 475631 **(PWT)**

**Colin Hick Motors**
Bootham Row
York
Yorks
0904 33060 **(PW)**

# Do you live your life the way you truly want to?

**Whiplash is an exclusive organisation which offers a complete and exciting range of services and privileges – including excellent prices on private clothing and sexual goods, regular newsletters and 'limited edition' bargain offers, free advice on sexual matters over a discreet and confidential telephone service, and two catalogues guaranteed to be of unequalled interest to the adventurous. In today's changing times The Whiplash Club helps move personal sexuality out of the old-fashioned and grubby realms of mere 'pornography', and into the stylish, modern world of erotica.**

**Annual subscription is just £15, payable to:**

***Pacenatural Ltd.***
***FREEPOST***
***Dept. VW***
***85 West Ealing Broadway***
***London W13 9BR***
***. . . and your membership package awaits you.***

## WHIPLASH

---

# VOLKSWAGEN/AUDI USED SPARES WAREHOUSE

Thousands of excellent used parts already removed and available off the shelf. All models, air-cooled and water-cooled, Beetles to LT Vans. All parts guaranteed. Stock constantly changing – Engines, mechanicals, electricals, panels, trim. Delivery arranged on *any* part.

BEETLE OWNERS!

Transform any Beetle into a stunning saloon sportster with our fibreglass panel kit comprising:
- *Front airdam with integral moulded bumper*
- *Rear undervalance with integral moulded bumper*
- *Four wide wings*
- *Two running boards*
- *Large whale-tail rear spoiler*

*only* **£275**

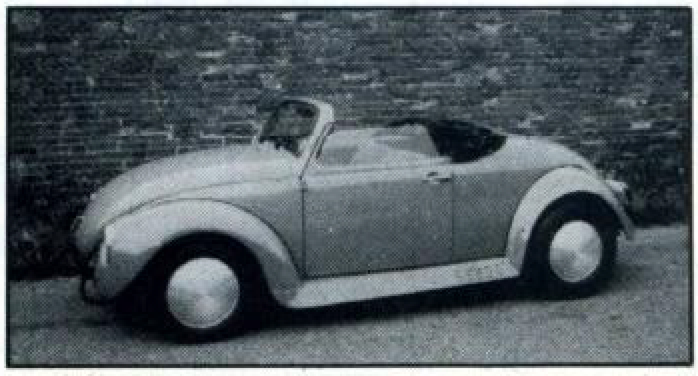
**TOP QUALITY BAJA KITS – £145**

## ARROW SPARES

Factory 6, 42 Bayton Road, Exhall, Coventry, Warks (Adjacent M6 Junction 3)
**TELEPHONE: (0203) 362005**
FAST MAIL ORDER – CALLERS WELCOME

---

# BEETLE ROADSTER



The Wizard Roadster Kit simply totally transforms any flat windscreen Beetle saloon into an original-looking stylish and practical 2+2-seater convertible.

Conversion work can be carried out with a simple toolkit and can take as little as 60 man-hours. There is a small amount of welding needed, to include fitment of the chassis rails supplied.

Fully comprehensive kits are available from £698 including VAT. We can also arrange to have your Beetle professionally converted and resprayed with all-inclusive prices from £1,990.

*SEND £2.50 FOR OUR SUPER NEW COLOUR INFORMATION PACK*

## WIZARD ROADSTERS

**WIZARD VW, PO BOX 456, SLOUGH SL2 3RZ**
**Tel: 028-14 4610**

---

# The Covered Wagen

*The story so far . . .*

*Picture the scene. . . . Bug Jam 1987. A superb Cal-Look Beetle standing in the sunshine, a perfect example but is it ???. This car, with it's mirror finish paint, alloy wheels, tinted windows and lowered front end; holds a dark secret (it's owner just has a rotten memory).*

*Crowds jostle to see the car. Jim the owner is very happy that no one has spotted that one small thing that he overlooked. The dull click of the door as it opened, indicated to Jim that his secret was now out (as was a very nasty smell from the inside of the car).*

*Strong men wept; women fainted; the crowd moved back from the car & with one voice cried. . . Augh. . . . "It's still got a stock interior".*

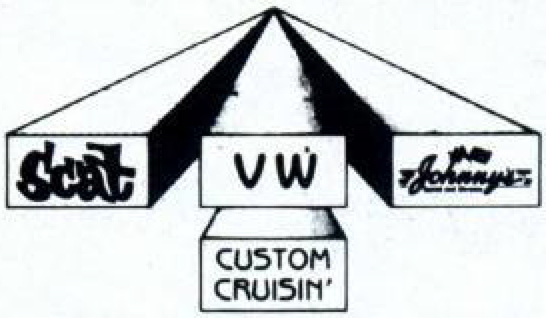
*Jim turned to face the crowd (which now looked more like a lynch mob) . . . he spoke; his voice cracking with emotion . . . . . . . . . . OK, OK, I admit it; I forgot to send off my £1.50 for the fabric samples and price list, for a new interior from ……………………………………………*

*THE COVERED WAGEN*
*4 Hollybush Villas, Ryton, Tyne & Wear NE40 3DY. Tel. 091 4138421*

***Interior design for your Beetle.***

# VOLKSPARTS

ESSEX SOLE AGENT FOR SCAT & JOHNNY'S SPEED & CHROME



PARTS · ACCESSORIES · TUNING
+ CUSTOMISING AT DISCOUNT PRICES
T-SHIRTS + HOT VW MAGS
FREE DELIVERY SERVICE TRADE & RETAIL
WORKSHOP FACILITIES · REPAIRS & SERVICING AT LOW COST

NEW 1987 CATALOGUE BIGGER AND BETTER THAN BEFORE £2.00

**SPECIAL OFFERS**

| | |
|---|---|
| 009 DISTRIBUTORS | £41.50 inc. VAT |
| TWIN-CHOKE WEBER CONVERSIONS | £150 inc. VAT |
| TUNED EXHAUST | from £40 inc. VAT |
| GEAR LEVER TRIGGER SHIFTER | £38 inc. VAT |
| 2- & 3-SPOKE KNOCK-OFFS, CHROME | £21 for set of 4 |
| SOLID STOCK PULLEYS (in various colours) | All £20 |
| EMPI 8-SPOKES | £230 for set of 4 (including delivery charges) |
| EMPI 5-SPOKES | £250 for set of 4 (including delivery charges) |

MANY MORE WHEELS AVAILABLE

| | |
|---|---|
| FRONT LOWERED BEETLES except 1302, 1303 | £125 fitted & lowered |
| FRONT & REAR LOWERED | £150 fitted & lowered<br>(both inc. Labour) |

MANY MORE ITEMS AT UNBEATABLE PRICES

535 SOUTHCHURCH ROAD, SOUTHEND

TEL: (0702) 619842

SPECIAL OFFER
Between 5-15% off all catalogue prices

---

# WAGENMASTER

SPECIALIST VW ENGINE AND TRANSMISSION BUILDING
FROM FAST ROAD TO FULL DRAG RACE

We supply of the best performance equipment
from leading manufacturers
All case mods and machining
Fully reworked, big-valve cylinder heads
Oil systems and cooling
Fuel systems, carburettors and ignition
Close-ratio, high-performance transmissions
Our own race car was fastest VW at Bug Jam:
12.3 secs at 110mph!

*Send £1.50 for price list and information pack*

**Moorglade, Mill Road, West Walton, Nr Wisbech, Cambs Tel: 0945 64650**

---

# B+B COMPONENTS

Specialist in discount Volkswagon,
Audi, BMW and Mercedes spares.

1A QUEEN ANNE ROAD
MAIDSTONE, KENT

Telephone (0622) 677662/685308

Opening times - Monday to Friday 8.30 - 5.30
Saturday 9.00 - 5.30
Sunday 10.00 - 1.00

---

# OUR POLICIES PERFORM!

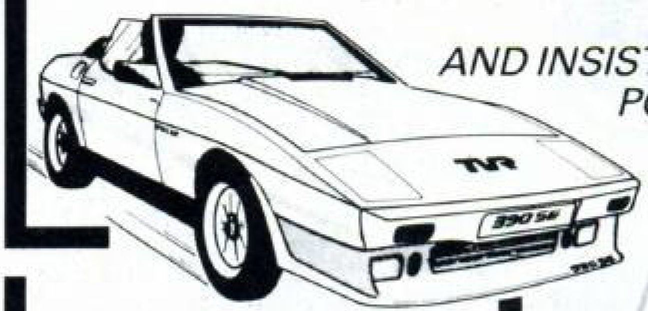
*From Austins to Zephyrs, Buggies to Buicks,
Capris to Countach, or Duttons to Daimlers.
We have the most competitively
priced and comprehensive
range of policies to suit your
requirements.*

***SPECIAL FEATURES INCLUDE . . .***

*YOUNG DRIVERS ● COVER IN RESPECT OF FIXED EXTRAS ● AGREED VALUE CAN BE ARRANGED SUBJECT TO ACCEPTABILITY ● ONLY 50% NEEDED TO INITIATE COVER ● AGREED VALUE ●*

***. . . PUT YOUR FOOT DOWN . . .***

*AND INSIST ON THE BEST POLICY – FROM OSBORNES OF COURSE!*



***SEND SAE FOR FREE QUOTE***

NAME..............................................
ADDRESS.......................................VW
..............................................................
OCCUPATION.......................AGE...........
USE LICENCE
Business ☐ Full ☐
Pleasure ☐ Provisional ☐
Number of years licence held.......................
INSURANCE REQUIRED
Third Party ☐ Insured only driving ☐
TPF&T ☐ Insured & Spouse ☐
Comprehensive ☐
Make &
Model of Car...............................cc..........
Value........................ Year.........................
Garage Yes/No No Claims Bonus..........years
Will car be used by anyone under 25.............
(If yes, give details).......................................
I wish to pay by Limited Mileage
Instalments ☐ 3000 ☐
in Full ☐ 5000 ☐
7500 ☐
Please give full details of any claims, convictions and modifications on a separate sheet.

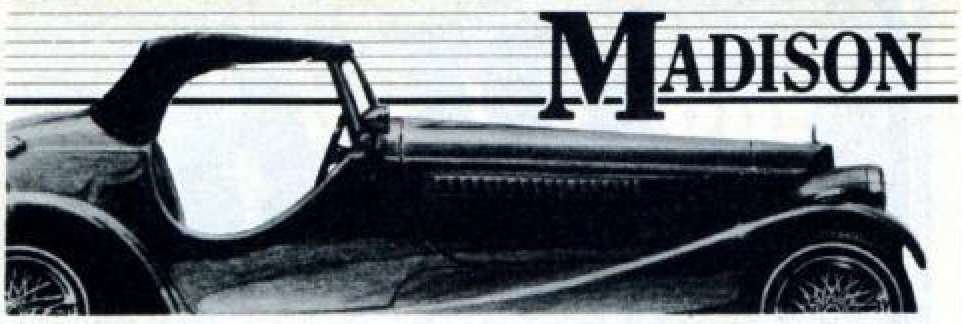
O&S

**OSBORNE & SONS**
*(Insurance Consultants) Ltd.*

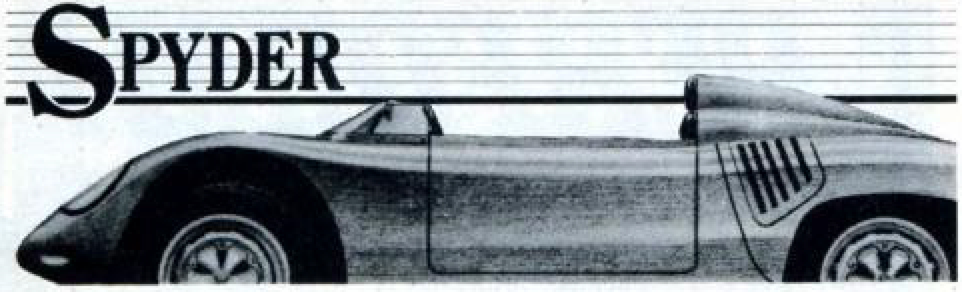
*2 ROSE HILL, SUTTON
SURREY SM1 3EU*

*01-641 6633*

Insurance in Motion



The GP Madison is one of the most sought after kit cars in the UK. Classic lines together with modern mechanics – Ford Cortina or VW Beetle – ensure ease of construction, simple maintenance and drivability.



We have re-created the most famous classic Spyder shape, the RSK. The glass fibre bodywork is virtually indistinguishable from the original. Now you too can savour the excitement of owning and driving a classic sports racer at a realistic price.

Visit our showroom to view completed Madisons & Spyders. We usually have new and used cars for sale. Otherwise please send £1 for full brochure details to:

GP

GP VEHICLES LTD, UNIT 7, WORTON HALL
ISLEWORTH, MIDDLESEX TW7 6ER
TELEPHONE: 01-568-4711/4664
TELEX: 477019 ASRGP

microgiant ltd.

means

**VW POWER**

THE ACKNOWLEDGED EXPERTS IN
AIR-COOLED ENGINES BUILDING
FULL MECHANICAL FACILITIES
FULL RANGE OF ENGINE COMPONENTS

in other words
EVERYTHING TO MAKE YOUR VW GO

**Bridge Works, Upper Rainham Road, Hornchurch, Essex.**
**Tel No: 04024-74607**

**VW BOOKS**
**incorporating Selpress VW Manuals**

**TUNING & RESTORATION**

| | |
|---|---|
| Guide to Purchase & Restoration – VW Beetle & Transporter. Lindsay Porter | £12.95 |
| How to Rebuild your VW Aircooled Engine | £10.95 |
| How to Hot-Rod VW Engines | £ 6.95 |
| Baja Bugs & Buggies | £ 7.95 |
| Practical Classics on VW Beetle Restoration | £ 6.50 |
| How to Keep your VW Alive – For Types 1, 2, 3, 4 | £11.95 |

**BOSCH TECHNICAL MANUALS**

| | |
|---|---|
| K-Jetronic Fuel Injection | £ 3.00 |
| L-Jetronic Fuel Injection | £ 3.00 |
| Engine Electronics | £ 3.00 |

**THE VW CLASSICS**

| | |
|---|---|
| Air-Cooled Volkswagens – Cal-Look | £ 6.95 |
| VW Beetle-An Illustrated History | £14.95 |
| VW Treasures by Karmann | £10.95 |
| VW Karmann Ghia 1955-82 | £ 6.50 |
| The Origin & Evolution of the VW Beetle | £19.95 |
| Volkswagen Bug! The Peoples Car | £35.00 |
| Street Sleeper – VW Novel | £ 8.95 |
| The Vintage Volkswagens | £ 6.95 |
| Is the Bug Dead? VW adverts | £ 7.95 |

**Add £1 for postage – any size order**

Send large sae for our free catalogue of VW Books and VW Manuals.

**VW BOOKS**
**25 Cambridge Rd, Cosby, Leics, LE9 5SH**
Mail Order Only

**CREECH COACHTRIMMING CENTRE** A COMPLETE SERVICE FOR MODERN, VINTAGE AND KIT CAR OWNERS

- ★ Complete interior restoration: seat repairs; carpets made to your originals.
- ★ Retailers of rubber mat and mouldings; vinyl and leathercloth; velvet and wool cloth; carpeting; headlining; soundproofing; hood and panel fasteners; draught excluders; chrome screws and cups; wing pipings; panel boards; foam and adhesives.
- ★ An efficient mail order service available worldwide, also sample matching service.
- ★ Free time and endless advice given to the 'would be restorer' on Saturdays.
- ★ Top quality, tailormade, non stretch, car seat covers.

**For catalogue (please send UK:75p, Overseas:£2.00)**
**write to:- Creech Coachtrimming Centre**
**Dept VW/87, 45 Anerley Road, Crystal Palace,**
**London SE19 2AS Tel: 01-659 4135.**
**SHOP – Open Tuesday to Saturday**
**9am to 6pm. Friday**
**9am to 7pm.**

Autocavan
Ipswich

TEL: 0473 48166

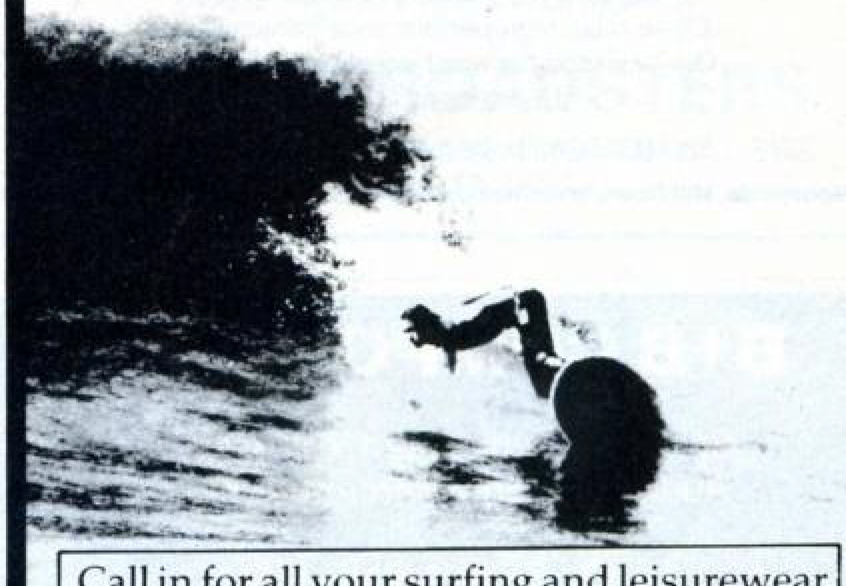
FOR **ANY**
MODIFICATIONS

**MILD** TO **WILD**

ENGINES THRU TO SUSPENSIONS
TO RADICAL BODYWORK
STANDARD ROUTINE WORK ALSO

UNIT 8, BOSS HALL ROAD, IPSWICH, SUFFOLK.

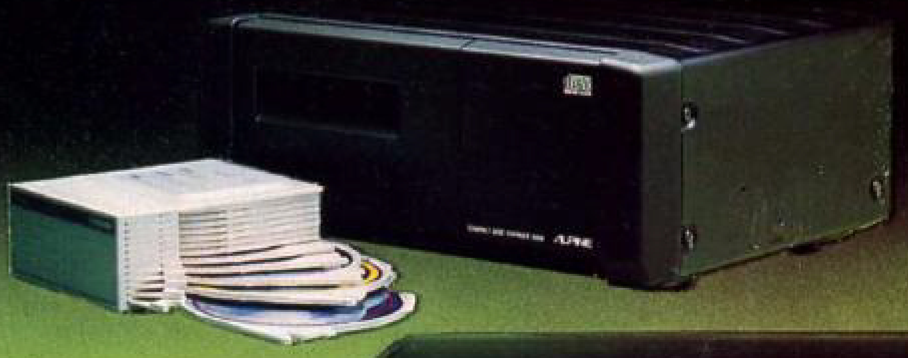
SMILE SURF SHOP



Call in for all your surfing and leisurewear requirements, by leading manufacturers, in a relaxed and friendly atmosphere or phone us for mail order or surf check.
**28 FORE STREET, NEWQUAY 3389**

ALPINE

# LEADERS IN DIGITAL AUDIO



## 5950 COMPACT DISC REMOTE CHANGER

Random or programmable selection of 12 Compact Discs

Other features include:

- Optical data transmissions
- Anti-theft (code-in)
- 30 programmable selections
- Music sensor (FF skip/backward skip)
- Fast forward/fast backward
- Disc Sensor (up/down)
- Repeat (one/all)
- Memory Call
- Power loading
- Wow and flutter: below measurable limit
- Stereo separation: 85dB (at 1KHz)
- Signal to noise ratio: 90dB
- Frequency response: 5-20KHz ± 1dB

VOL
BASS PULL BAL
FAD
TREB
REPEAT
A.D.L
M.CAL
P.PLY
POWER
PROGRAMMABLE CARD
DS
MS
FWD
BWD
REPEAT
DISC
MUSIC
MEMO
PAUSE
2 06 00
COMPACT DISC CHANGER
ALPINE 5950
ALPINE
DISC
MUSIC
MEMO
CLEAR
MODE
SET

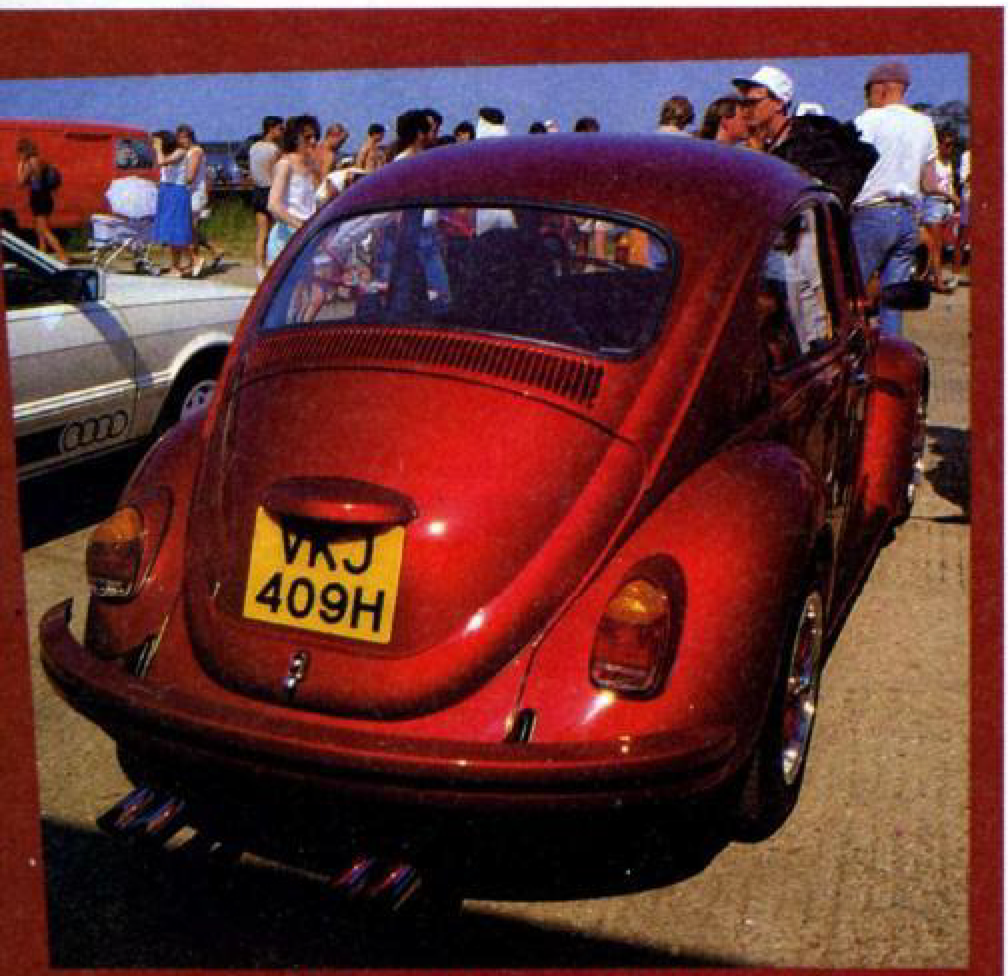
*the* ALPINE *Touch*

**ALPINE ELECTRONICS OF U.K. LTD.** 13 Tanners Drive Blakelands Milton Keynes MK14 5BU Tel: 0908 611556 Telex: 826909 ALPINE G. Telefax 618420

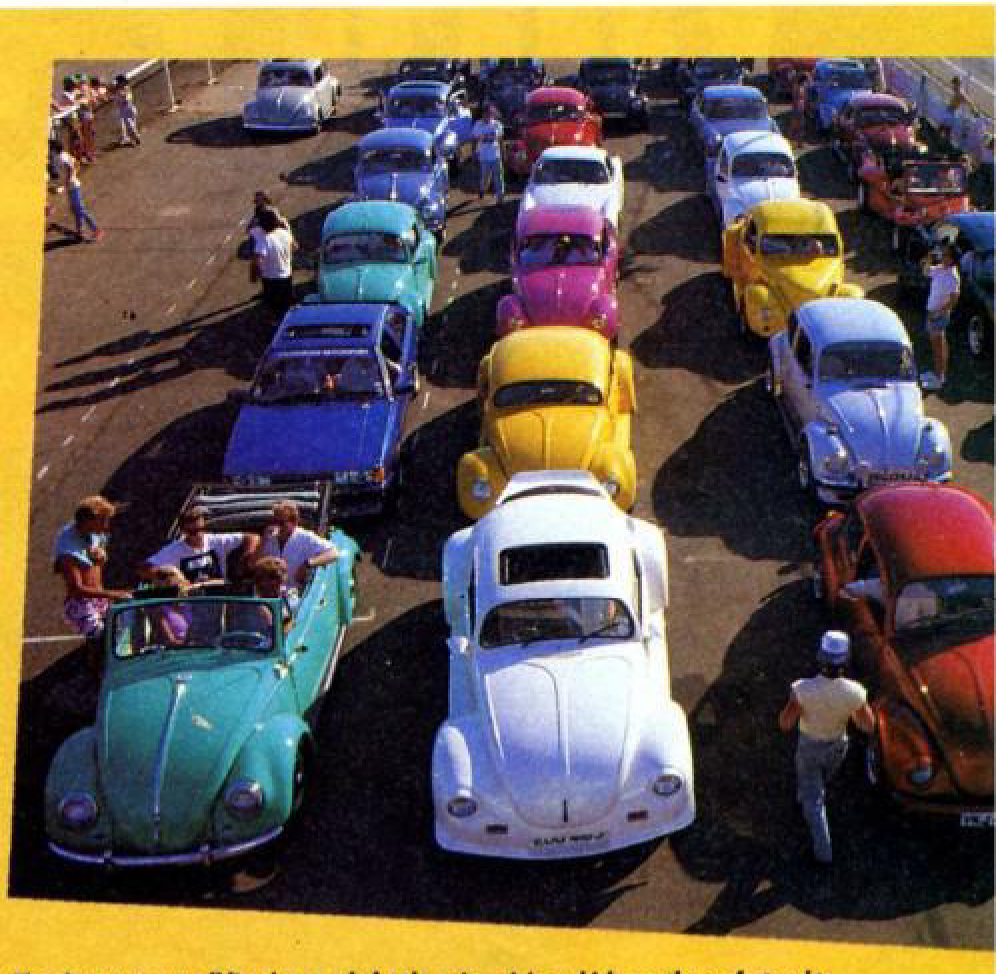
# BUG JAM
# 1 9 8 7

***Sunday July 5 saw the greatest gathering of custom VWs seen outside the USA. The sun shone just like it does in California, creating the perfect atmosphere for the day's activities. With an attendance of over 4000, Bug Jam was a great success***

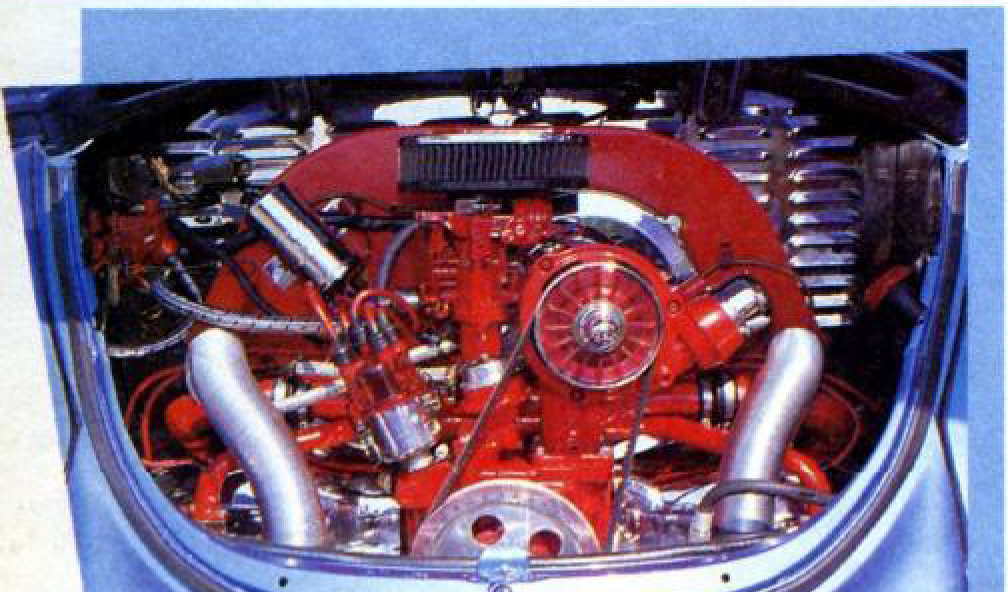
*Overall victor and winner of 'Europe's Most Beautiful VW' prize was jubilant Chris Jory with his '53. See feature on page 11*



*'Best paint' was won by A Greenwood whose candy red Bug just glowed in the noonday sun. This paintwork is as perfect as they come*



*The show entrants all lined up ready for the prize-giving which was the perfect end to a perfect day at Santa Pod*



*Clean engines abounded at Bug Jam with this simple but effective treatment looking particularly attractive*

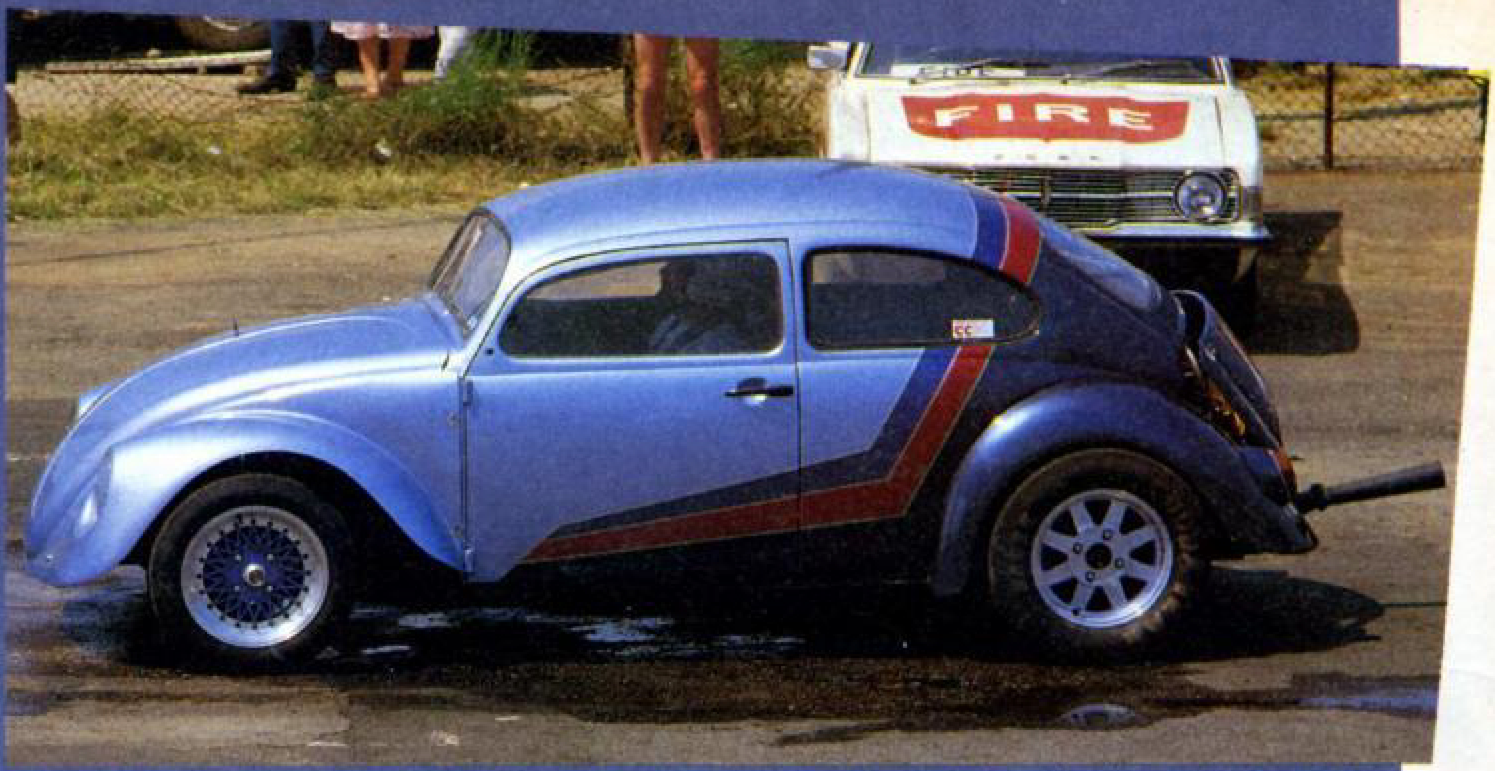
If for no other reason, the First Annual UK Bug Jam will go down in history as being the sunniest VW event ever held this side of Orange County. It was *hot!* Those of you who've been to Santa Pod will know that when the sun beats down on Poddington you feel like climbing into a Sauna to keep cool – no shade, no wind, no respite. Who cares though when you're suffering alongside over 4000 other Veedub nuts, staring at the greatest array of custom Beetles ever gathered in the UK and taking in the non-stop drag racing action.

After months of planning by Brett Hawksbee and his crew and more than a few 'business lunches', Bug Jam finally got off the ground on Saturday, July 4 with the arrival at the Pod of the first cars. A group from France turned up with three cars – a Ghia, a Cal Bug and Jacky Morel's Simili split-window Beetle replica (Jacky is Editor of *Nitro*, France's answer to *Custom Car*).

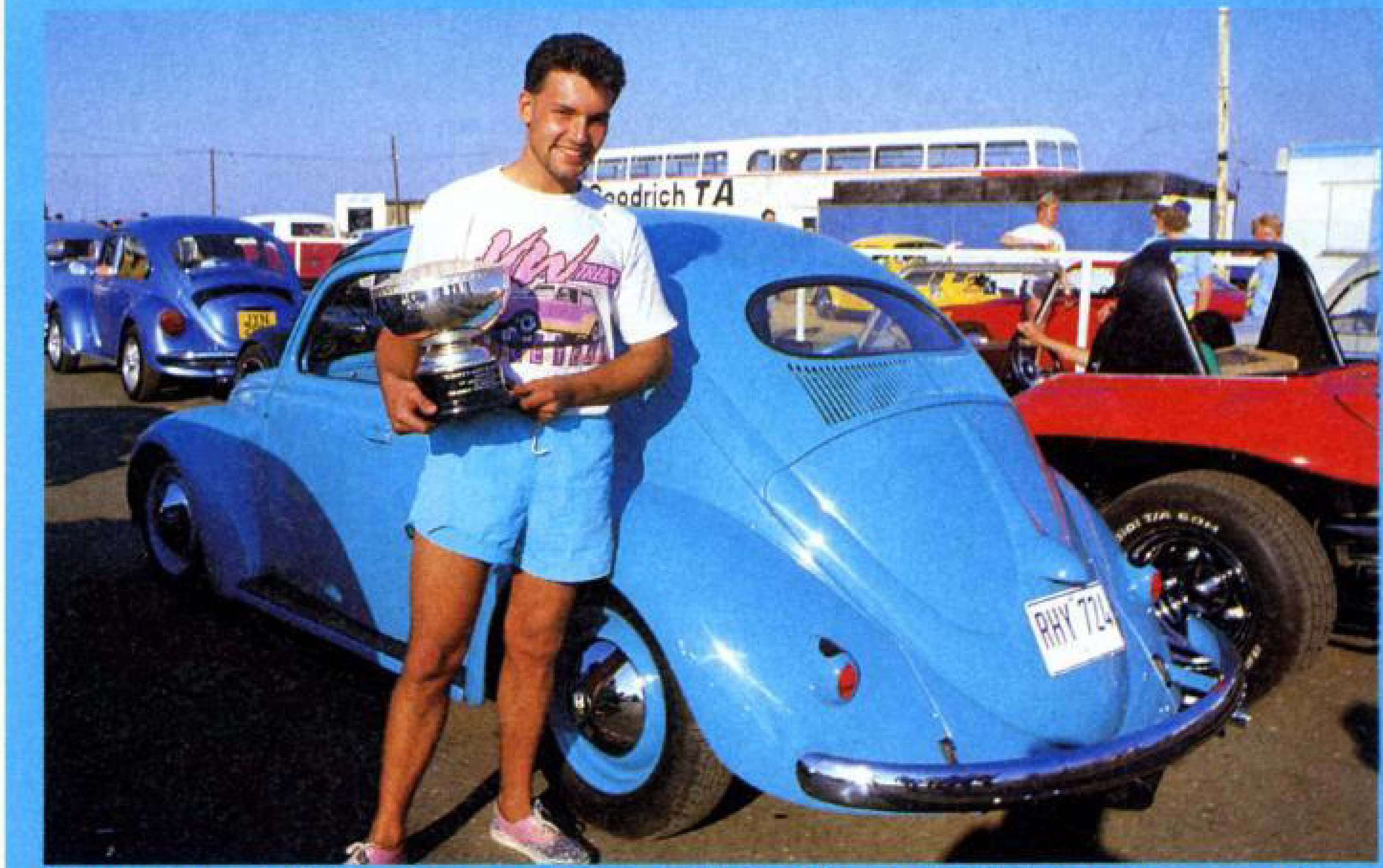
When CC staffers finally rolled through the gates of Santa Pod we couldn't believe our eyes. It may only have been 8:30 on a Sunday morning but the place was thick with cars and people. Bernie Smith's ultra-slick chop-trop drag race Bug sat on its trailer in readiness for strip action and more Cal Lookers than any of us ever believed existed in the UK began to line the pit area. Things were looking good already. And the sun was shining like you see it in the movies.

The traders set up stands, punters produced the cash and business began for the day. CC polished the Fastback, started selling T-shirts and

Ah yes, the sun brought out some lovely models. . .



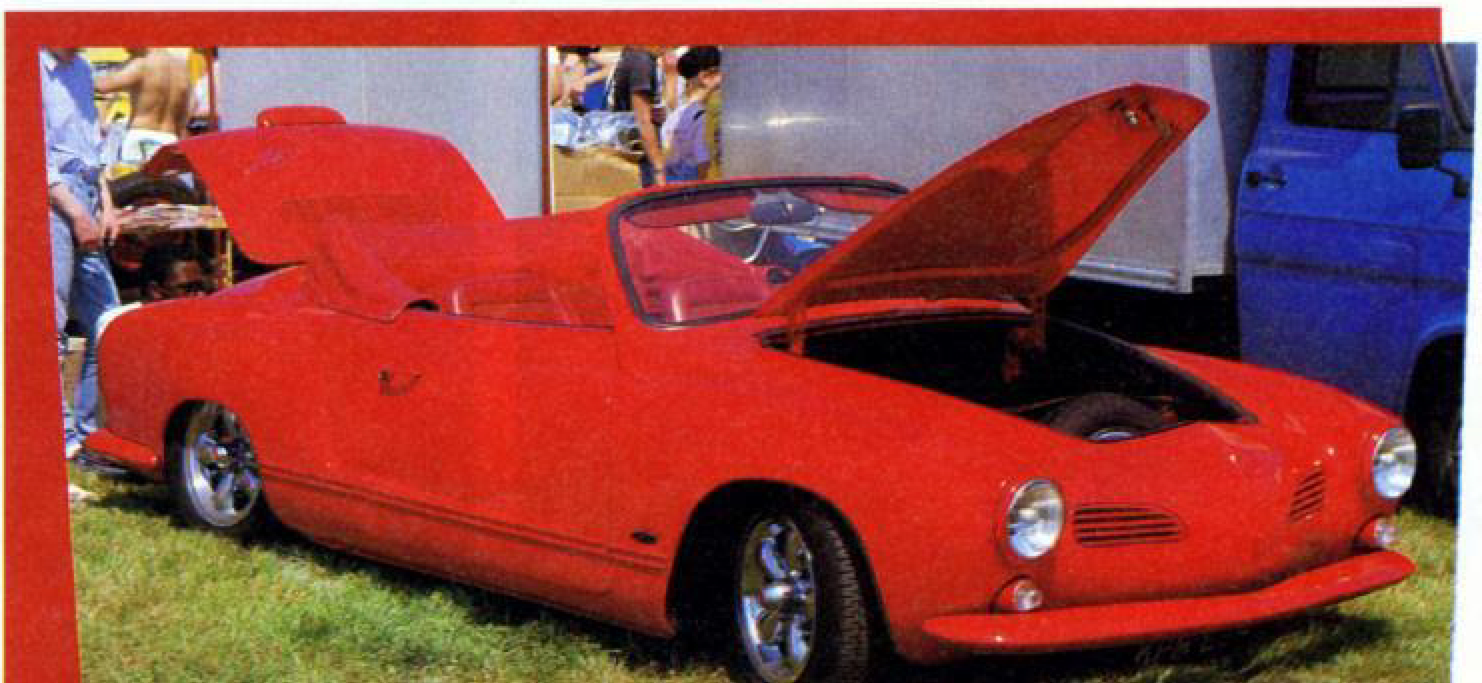
Bernie Smith's Wagenmaster chop-top drag racer wowed the crowds with its 12-second quarter mile straight off the trailer. The car is the fastest of the UK VW racers



Chris Jory coyly hangs onto his deservedly won prize. The blue Oval window Bug is the most perfectly finished car you'll come across and is a credit to Chris's skills

then 40 minutes later discovered they had sold out. Brett Hawksbee rushed up and down looking more and more harassed by the minute, but he needn't have worried too much for everyone was having a ball. Still the cars came rolling in and still the sun shone – but just a little stronger than before.

The fire-up lane of the drag strip was beginning to fill up fast as anxious Bugophiles sought to discover how fast – or otherwise – their cars were. It was a real sight to see – stockers lining up against Bajas, Buggies against Fastbacks, GTis against 'Lookers. You want VW action? It was there, right on the strip at Santa Pod. And there was more: Des Taylor and Dave Mingay headed a group of demo drag racers who proceeded to show just how fast a race car can



Richie King's Ghia Cabriolet is a much-seen car at British shows and just seems to look better every time. The red ragtop was at home in the blistering July sunshine

▶

*Lining up for some strip action – who says you can't run a Baja Bug down the quarter mile, especially one as outrageous as this? Fortunately no major breakages occured*

*The only way to dress at Pod was shorts and 'shirt*

*Pink Type 3 Squareback added colour to the proceedings – just right for hauling the surfboard down to Newquay for a weekend's fun*

*Off-road action was frantic throughout the day with some fine racing and plenty of low-flying projectiles such as this neat Rail*

*Cal Lookers everywhere – there have never been so many in one place at one time in the UK as were at Bug Jam*

go. Fastest time of the day was Dave's 9.14 at 158.9mph. Not too shabby huh?

When Bernie Smith rolled into the bleachers in the Wagenmaster Bug, the crowd got to its feet – and not without reason. The 1900cc Beetle features all the right parts to make it a top contender against many bigger cars and despite only being fired up for the first time on Friday night ran a strong 12.34 at 110.6mph to take top VW honours for the day. See this car run in the 11s before long – and just watch how hard it launches off the line.

Of the street driven cars, Autocavan's low'n'mean 2-litre engined 1303S ran a 16.2 while a trike – sorry no name – ran about two seconds quicker! You shoulda seen it wheelie. There isn't any way you'd get me on that thing. Most cars ran in the 19s with a few diving into the 17s and higher 16-second bracket. The London Buggy Club hooligans seemed determined to win or bust and netted themselves some very respectable times in the process.

While all this was going on, Dave Fisher and the boys set about demonstrating that VWs can fly by hurtling round the purpose-built off-road course at absurd speeds. Seeing – or rather, hearing – the Rails land was enough to make you go weak at the knees. Geordie McEvoy in his off-road racer VW Bus (yup, that's what I said) took the prize for the heaviest landing of the day, neatly demolishing the front end with a sickening crash. Oh well, it's all good fun.

The show'n'shine area was soon full of hopefuls angling for the 'Europe's Most Beautiful VW' prize. The judging was a long, tiring affair with everyone concerned beginning to get seriously sunburnt

*Matching Bugs – Cabrio on right was surely the best way to travel around on the day. Who needs air-conditioning with a ragtop?*

*Ulf Kaijser's pristine '56 carries more period accessories than you ever knew existed. All the way from Sweden*

*Beach Buggies are alive and well and hauling 'boards around! Blue cutey looked right at home in the heat*

*And still more Cal Lookers – surely the day proved beyond all doubt that the 'Look' has definitely arrived!*

in all kinds of unlikely places. Serves Chris Boyle right for trying to go the whole day without a T-shirt! It took a mammoth adding session back in the organisers' office to come up with Chris Jory's blue '53 Cal Looker as 'Most Beautiful'. It is sad that there always have to be winners and also-rans because the standard of almost every entry in the concours was very high. Of course there were a few exceptions, but then there always will be.

Out on the strip again, the Alternative Miss VW competition brought more than a few smiles to the faces of the assembled onlookers (well they make a change to Cal Lookers) with Clive and Clive (CJ, no less) taking the prize in Andy and Fergie garb. Yes, well, I'm sure your families will be very proud of you both.

There was so much going on all day that it wasn't possible for anyone to get to see it all. The one big thing that did strike everybody was the high standard of the cars in attendance. It has been a long time since there's been an outdoor gathering of any kind where the cars were of such a high quality.

At the end of the day, it was a terrific sight to see all the show entries lined up on the strip for the prize giving. As the sun shone down (still) it was a fitting end to a perfect day. The question that was on everyone's lips, though was: Will there be a Second Annual UK Bug Jam? The answer to that is an emphatic yes! Watch out for more details. A final count up showed that over 4000 people came to this year's event which must equate to at least 1500 or more cars. Next time around can only be bigger and better.

We'll see you there! **KS**

## BUG JAM PRIZE WINNERS

**Europe's Most Beautiful VW: ..... Chris Jory ('53 Beetle)**
**Best Modified: .................. Terry Vickers ('73 Fastback)**
**Best Original: ............................ Ulf Kaijser ('56 Beetle)**
**Best Paint: ........................... A Greenwood ('70 Beetle)**
**Best Interior: ......................... Stuart Bishop ('53 Beetle)**
**Best Engine: ............... Brian Burrows (GP Buggy LDV)**
**Best Engineering: .................. Roger Blount (VW Trike)**
**Best Low Budget: .................... Brian Clark ('70 Beetle)**
**Best Water-Cooled: ........ Vincent Abbott ('84 Scirocco)**
**Long Distance: ............................ Ulf Kaijser – Sweden**

**VW Low ET: ............................ Bernie Smith (12.34 secs)**
**VW Terminal Speed: ............. Bernie Smith (110.6mph)**

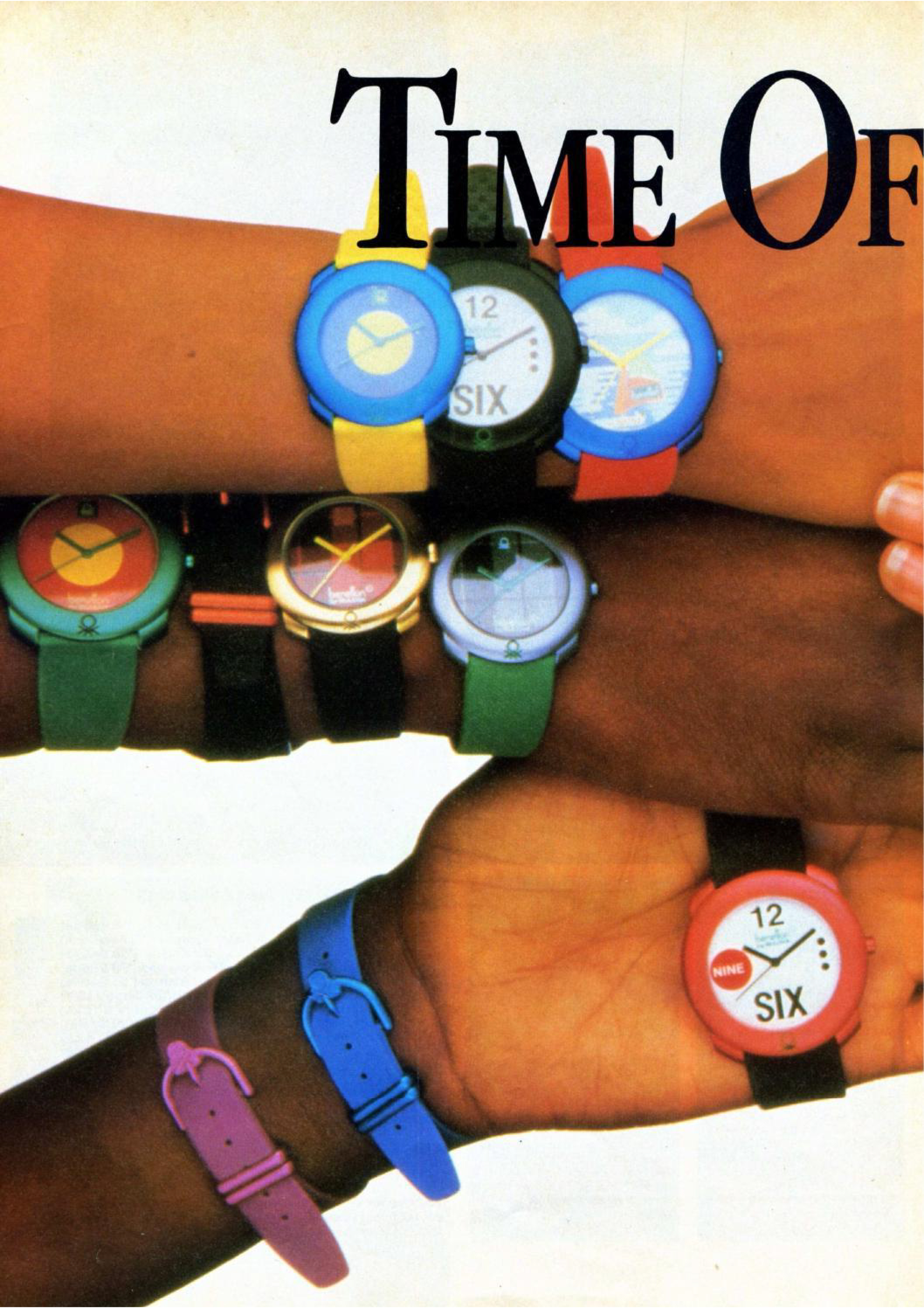
**Demo Car: ............ Dave Mingay (9.14 secs, 158.9mph)**

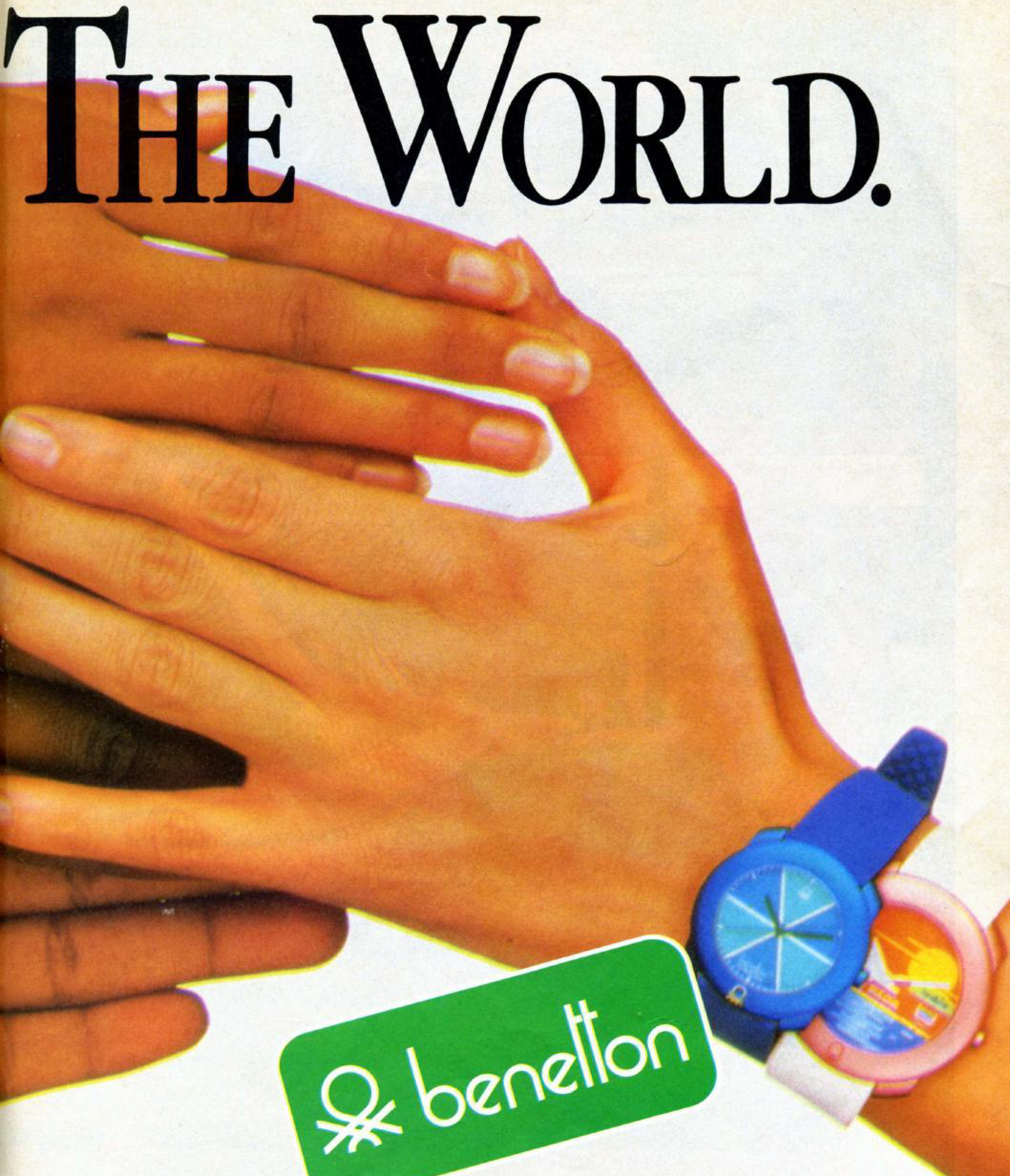
**Alternative Miss VW: ............................ Clive and Clive**

**1/10th Scale R/C Racing: ............................ Steve Brace**

**Thanks to: Volks Discount of Bishop Stortford for loan of vehicles, Abridge Engineering of Theydon Bois for loan of transporter.**

# TIME OF


12
SIX
12
NINE
SIX


THE WORLD.
benetton
by
BULOVA
UNITED COLORS OF BENETTON.

KC
KC
KC
KC
ALB 279

RACING PROFILE
PRO-TRAC 60

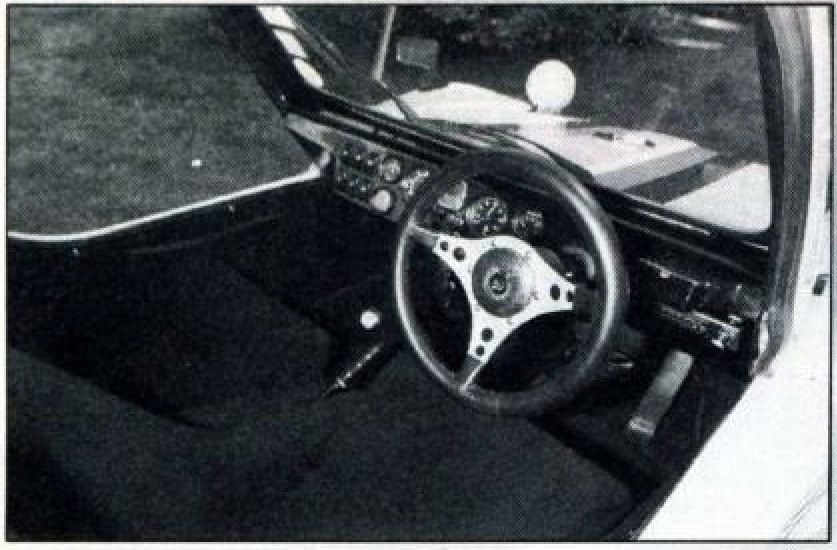
ALB 279
PERFORMER
FIFTY

# SHOW 'N' SHINE

***Brian Burrows' LDV Buggy has more than enough of both to go round with its startling paintwork and chromed engine. It's certainly a cut above the average kitcar!***

FIFTY
PERFORMER

*Yellow paint carries orange and red graphics – a theme that is carried right through to the engine. Anything on the flat-four that hasn't been chromed has been painted to match the bodywork. From any angle, Brian's GP LDV Buggy is neat!*



# SHOW 'N' SHINE

The image that springs to mind when the words Beach Buggy are mentioned in polite society is one of unfinished, noisy, impractical VW-based devices hurtling around at anti-social speeds. Somehow, along with too many other kit vehicles, Buggies have earned themselves a reputation for poor finish second to none. Who will be the knight in shining armour to defend the honour – if such honour exists – of Buggy owners?

Enter Brian Burrows, leading light of the once infamous, and now somewhat more famous, London Buggy Club. Hirsute Brian took it upon himself to bring into being the chromeyest, most colourful and probably the best finished Beach Buggy this country has ever seen. Even the highly critical judges at the 1987 Bug-Jam were sufficiently impressed to award Brian's car the prestigious 'Best Engine' prize.

Starting with one of the rare LDV bodies made by GP of Isleworth, the graphic designer from near London's Heathrow Airport had the rear wings widened to accept the huge 10x15in Cobra slot mags shod with 50-series rubber that compliment the 8x15in Cobras at the front. Further non-standard – if you could call anything standard about any aspect of a Buggy! – items are the guard rails around the pick-up bed and the KC Daylighter spots on the roof.

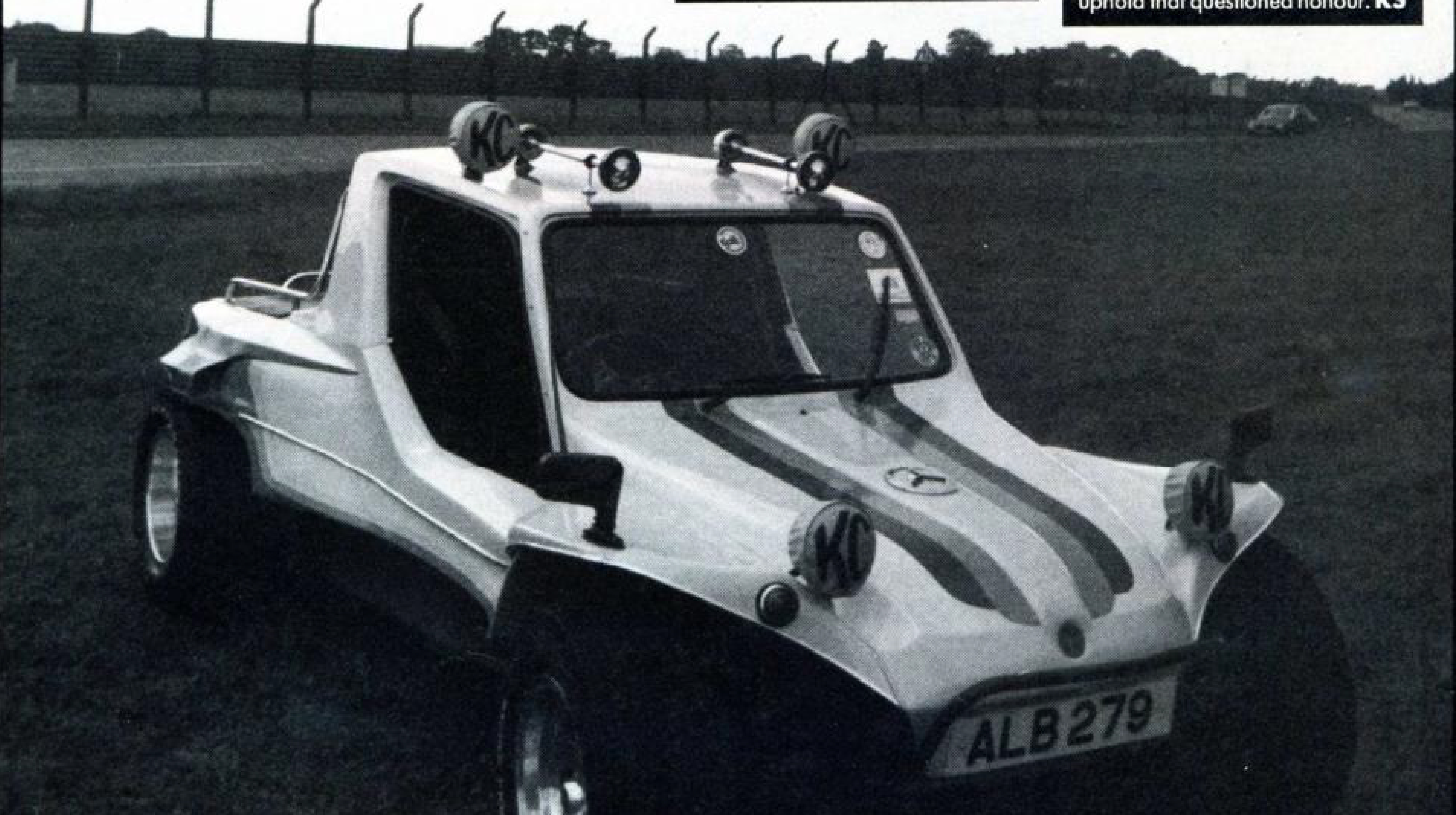
If you haven't noticed by now, the paintwork is somewhat bright and Brian puts this down to the fact that as a graphic designer he wanted something 'lairy'. I think we can all agree that he has achieved this with the yellow, orange and red graphics.

The vehicle – in fact LDV actually stands for Light Delivery Vehicle – is based upon a shortened 1963 Volkswagen Beetle floorplan with link-pin front suspension. Into the torsion beam has been welded a Select-a-Drop lowering kit to bring the nose down to a respectable level, while Spax adjustable shock absorbers are used all round.

All new brake components – including drums – were used throughout and in an effort to restore some semblance of brake balance, Brian fitted the larger front wheel cylinders at the rear, the smaller rear ones at the front. Buggies are notorious for locking up front wheels due to lack of weight, so this little mod might be a Godsend to other owners.

The engine is the highlight of the car with virtually everything that can be chromed having been given the plating treatment. What hasn't been plated has been colour-coded to match the bodywork, including the wiring. As Brian wryly points out, this can lead to a few headaches when sorting out electrical problems seeing as how all wires are either yellow or red! With a capacity of 1500cc and sporting gas-flowed cylinder heads, the Type 1 engine unit has sufficient 'go' to back up the excess of 'show'.

Many people have, as we said at the beginning, been less than complimentary about Buggies in the past. Hopefully when these same people get to take a close look Brian Burrow's LDV they might change their minds. Otherwise he'll have to mount that charger, don the shining armour and do battle to uphold that questioned honour. **KS**



***Interior is finished in black by way of contrast. Full instrumentation and a sound system each go to ensure that Brian never gets bored! KC spots add Stateside look to this British-built Buggy, as do the graphics. Altogether a very tidy machine***

# Vinta '87

Vinta
Fully Battened
5.5

## *Vinta, the name in windsurfing that is synonymous with high quality at affordable prices.*

*The '87 range will be a continuation of this theme with boards for all standards of windsurfing, from recreational through to advanced shortboard sailing.*

*From the Style Line **2 SEVENTY,** radical funboard, to the high volume quinto channeled bottom **3 SIX-FIVE,** the boards are all teamed up with mylar composite Fully Battened sails and luxury fittings.*

*The Clubline range is tough and durable, starting with the junior funboard—**3 TWENTY,** through to the beginners number one board, the **'CLASSIC.'***

*The Clubline boards are supplied with a mylar reinforced softsail and practical fittings.*

*As well as the most complete board range ever seen, **VINTA '87** also consists of stylish functional shoes and leisurewear.*

***THIS IS VINTA IN ACTION***

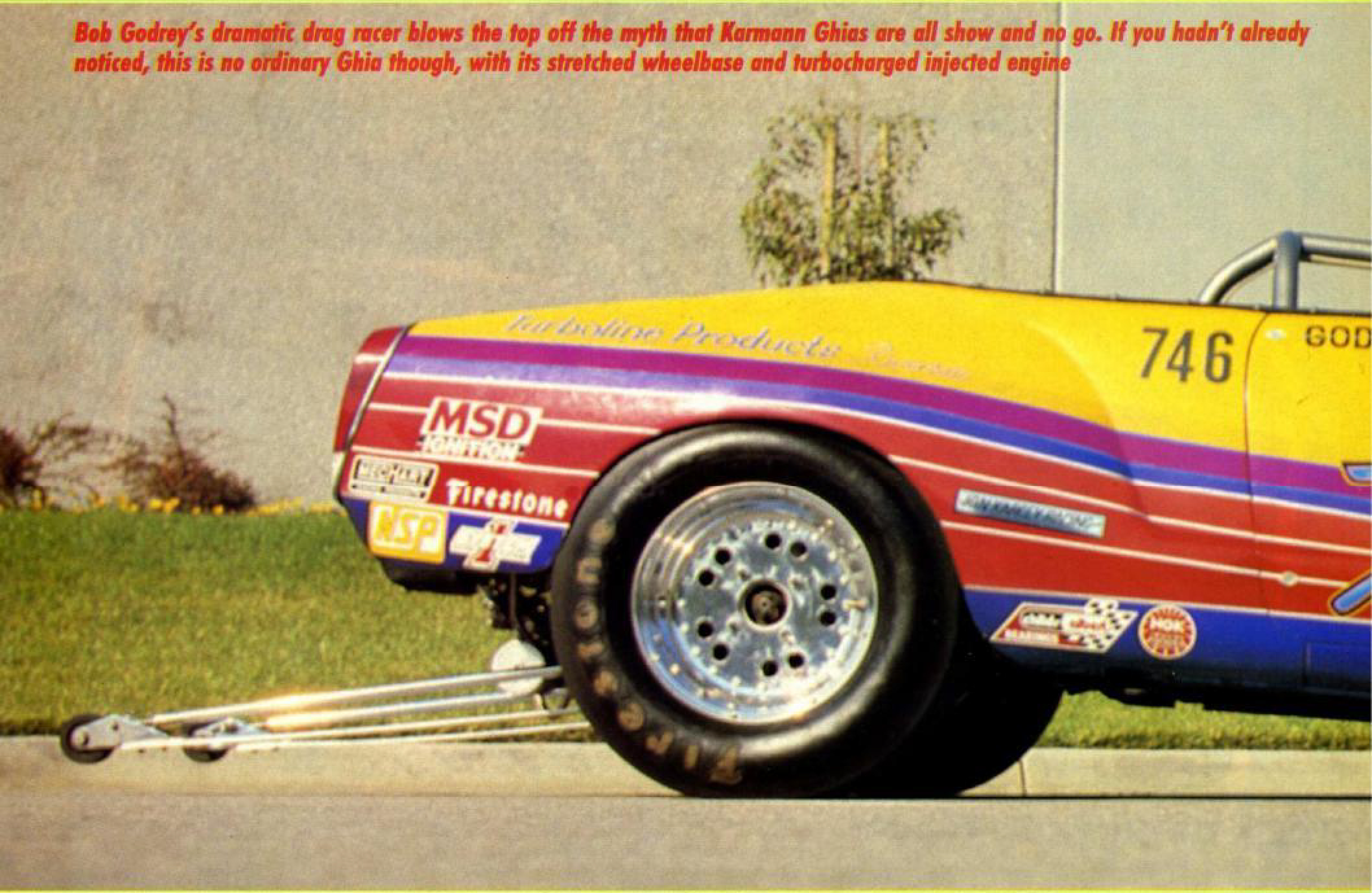
*See all this at your local authorised dealer, and enjoy the experience of **Vinta** branded products.*

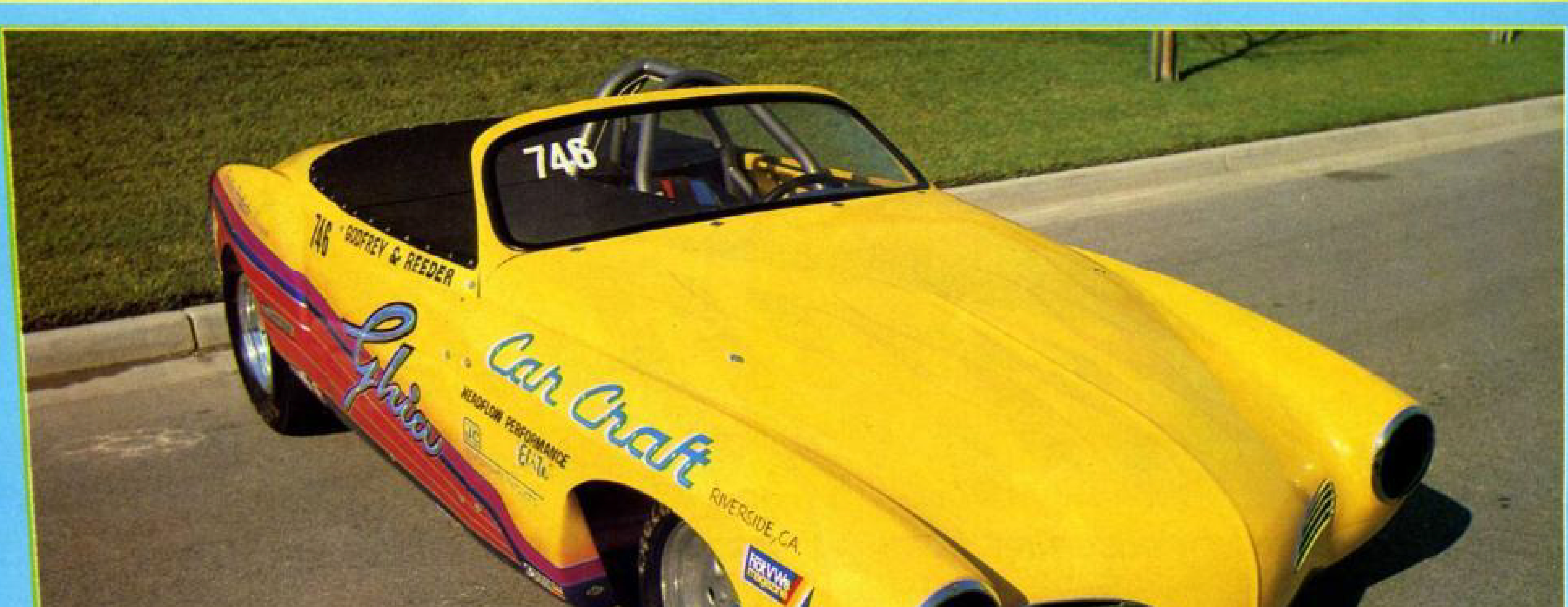
***SCANRO LIMITED***
*North Tyne Industrial Estate, Longbenton, Tyne & Wear NE12 9SZ Tel: 091 266 9222 Telex: 537144*

BARBADOS
Windsurfing Paradise.

# QUARTER POUNDER

**Bob Godrey's dramatic drag racer blows the top off the myth that Karmann Ghias are all show and no go. If you hadn't already noticed, this is no ordinary Ghia though, with its stretched wheelbase and turbocharged injected engine**


Turboline Products
746
GOD
MSD IGNITION
Firestone
RSP
Firestone


746
746 GODFREY & REEDER
Ghia
Car Craft
HEADFLOW PERFORMANCE
RIVERSIDE, CA.

Wheelbase of Godfrey's Ghia has been stretched to improve stability at high speed – the original car having been totalled in a horrific-looking roll-over accident on the strip

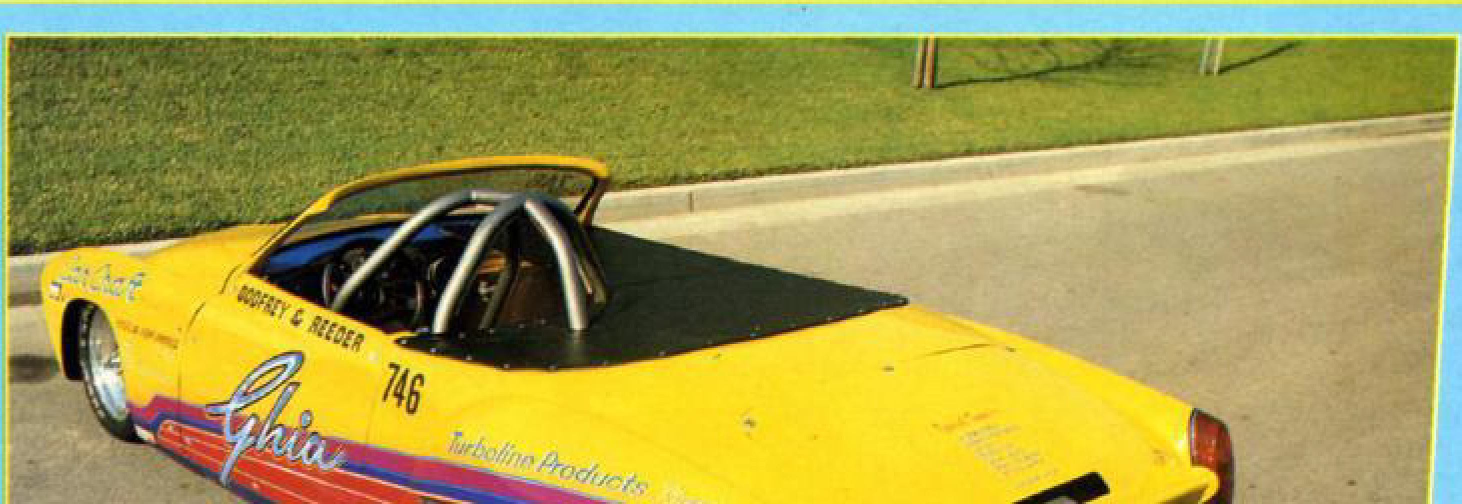
Car Craft
GODFREY & REEDER
746
Ghia
Turboline Products
MSD IGNITION
Firestone
TRICK

EY & REEDER
Ghia
Car Craft
HEADFLOW PERFORMANCE

If the Karmann Ghia suffered from anything during its lifespan it had to be the constant criticism about its performance not matching up to the svelte good looks. The smooth Italian-designed lines of the coupé gave the impression that beneath the skin beat a heart of pure exotic horesepower. Reality was something different; anything from a humble 30-horse 1200 to a far from sporting 1600 air-cooled VW engine could be found under the rear lid. Not the kind of powerplants dreams are made of.

Even Volkswagen itself conceded the point with its own advertising making play on the fact that looks were, for once, everything. One TV advertisement in the USA showed a Karmann Ghia unable to break through a paper banner, others compared it with fast, slick-handling European machinery, joking about its lack of go but plenty of show.

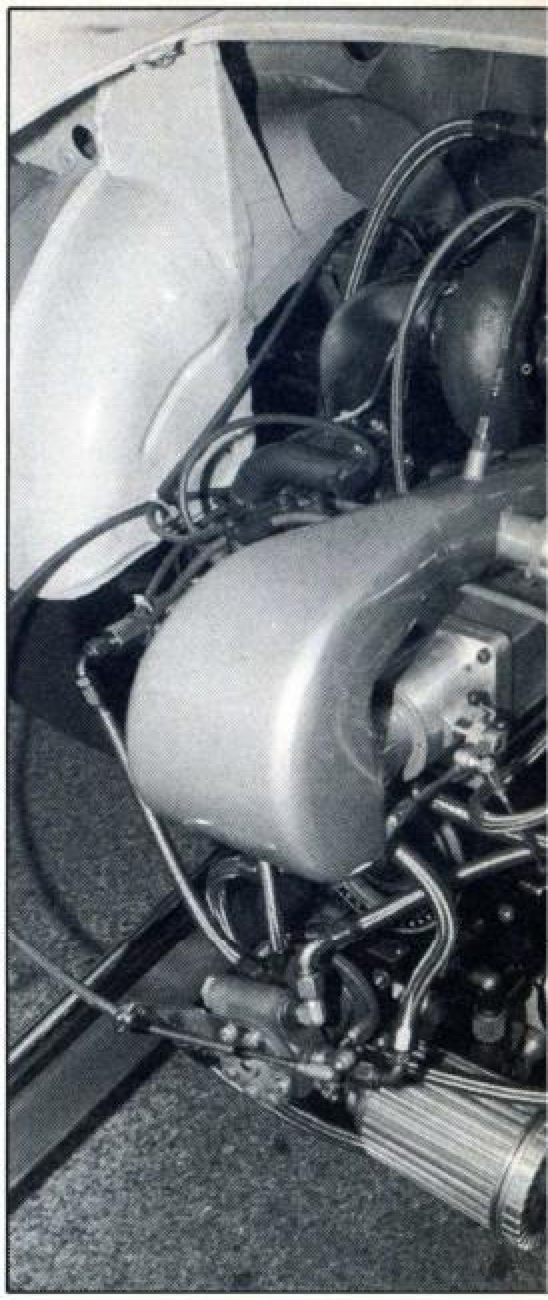
Bob Godfrey on the other hand has decided that the only way to treat a Ghia is to bestow it with performance that at last turns the car into a real hi-performer. Don't



Car Craft
GODFREY & REEDER
746
Ghia
Turboline Products
MSD IGNITION
Firestone

Wheelie bars are a must with any top-notch Veedub drag racer thanks to weight distribution!

Photos courtesy of Hot VWs Magazine



***Above and Far Right: Car was wrecked in high-speed roll that left little of use bar the engine. Four weeks later it reappeared as you see it on these pages. Fast work!***

believe me? How about running the quarter mile in 9.60 seconds at 145mph virtually first time out since a major rebuild? That is quick in the extreme.

California-based Bob's KG reprents the state-of-the-art in 'Stateside VW drag-racing design, from its extended wheelbase to the turbocharged and fuel-injected 2119cc Type 1 engine. It is low, colourful and full of hi-tech engineering.

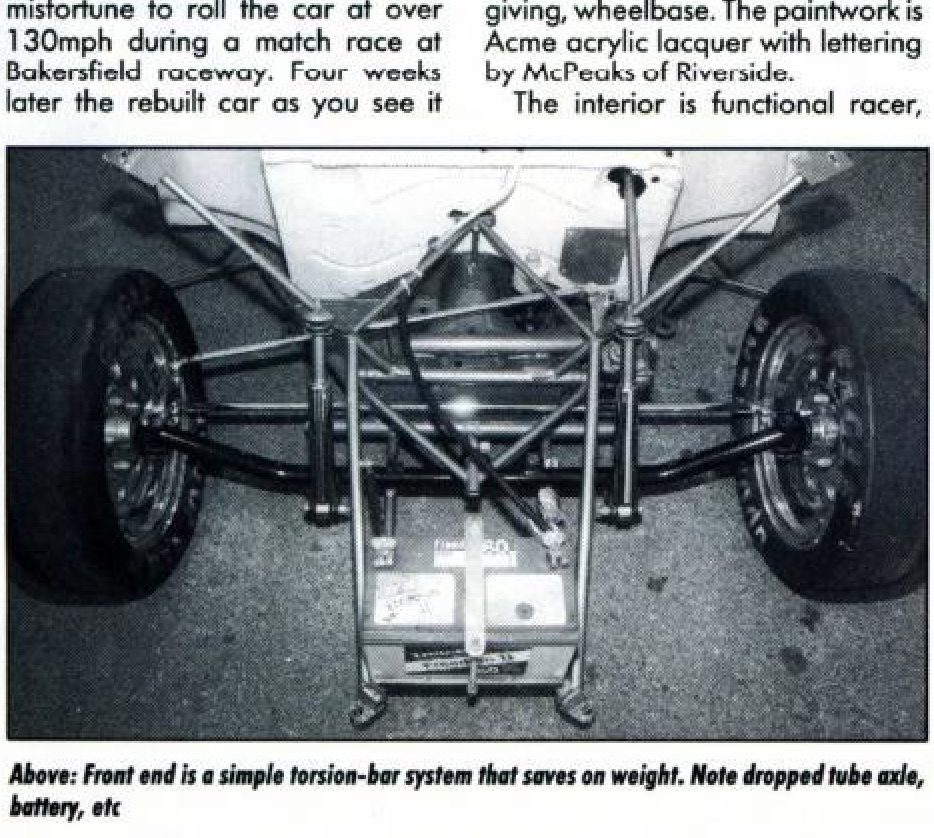
Starting with a 1959 floorpan, Bob and his crew stretched the wheelbase out to 105½in using 3/16in flat plate and chrome-moly tubing designed to mount a 3in-dropped tube front axle. The 'pan is rigidly braced by the 2in OD roll-cage that ties the whole chassis together. Past experiences with his original Ghia proved the worth of a strong 'cage to Bob as he had the misfortune to roll the car at over 130mph during a match race at Bakersfield raceway. Four weeks later the rebuilt car as you see it here debuted at Sacramento. Fast work on a fast car.

The front suspension is by Norm Porter with a simple torsion-bar set-up handling the chores, while at the rear, modified stock '59 Ghia suspension with reduced spring-plate travel and gas shocks can be found. The transmission is a '66 swing-axle unit assembled and heavily modified by Car Craft with close-ratio gears, heavy-duty diff and beefed up axles. For braking, Bob relies on rear discs and a parachute. No front brakes of any kind are used.

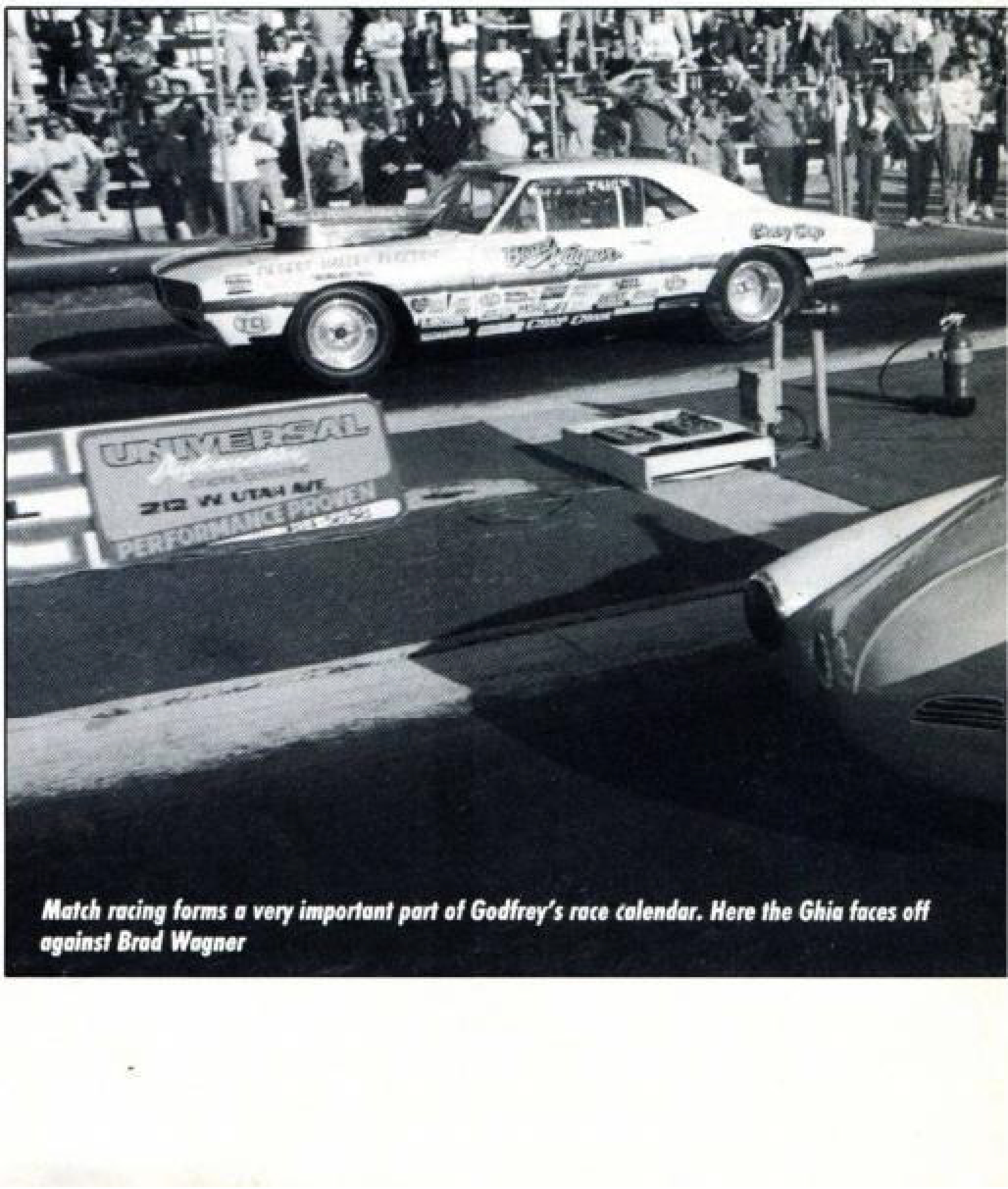
All the bodywork was handled by Bob himself with the rear arches being pulled to accept the 28x15x9 rear slicks mounted on Weld Wheels. The windscreen has been chopped by 3in and the nose of the car extended 12in to accommodate the longer, stability-giving, wheelbase. The paintwork is Acme acrylic lacquer with lettering by McPeaks of Riverside.

The interior is functional racer, nothing more, nothing less. VDO gauges monitor the engine's oil pressure and exhaust temperature – vital on a race turbo engine – while a Lenz boost gauge keeps tabs on the turbo itself and a 10,000rpm AutoMeter tacho counts the revs. A Gene Berg gear shifter falls to Bob's right hand, a 13½in Grant wheel guides the rack-and-pinion steering and a five-point Deist harness stands by should history repeat itself.

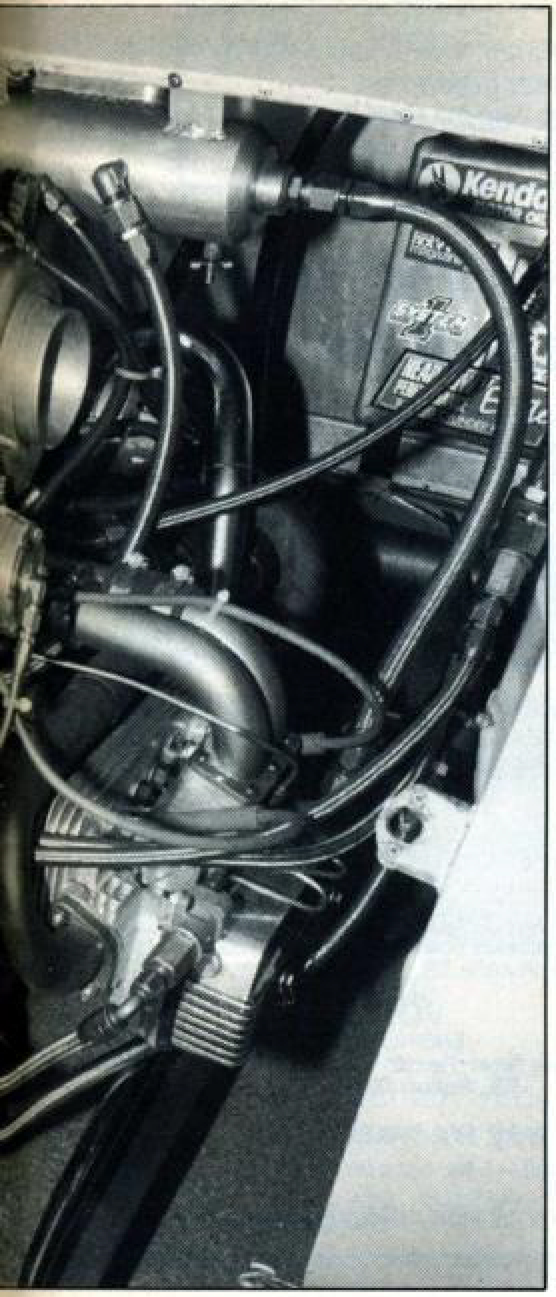
Now then, the engine. Built by Mark Reeder – Bob's partner – the unit is based upon a 1975 Type 1 crankcase, but that is about as far as any similarity to a stock Karmann Ghia engine goes. The crankshaft is a 78mm billet part from Tony Mance, rods are Mechart items with Chevy journals and Porsche length, barrels and pistons are 93mm Auto-Craft, all of which adds up to 2119cc. The camshaft comes from Jon Karcey Racing with a specification of 0.475in lift and 290° duration – the apparent

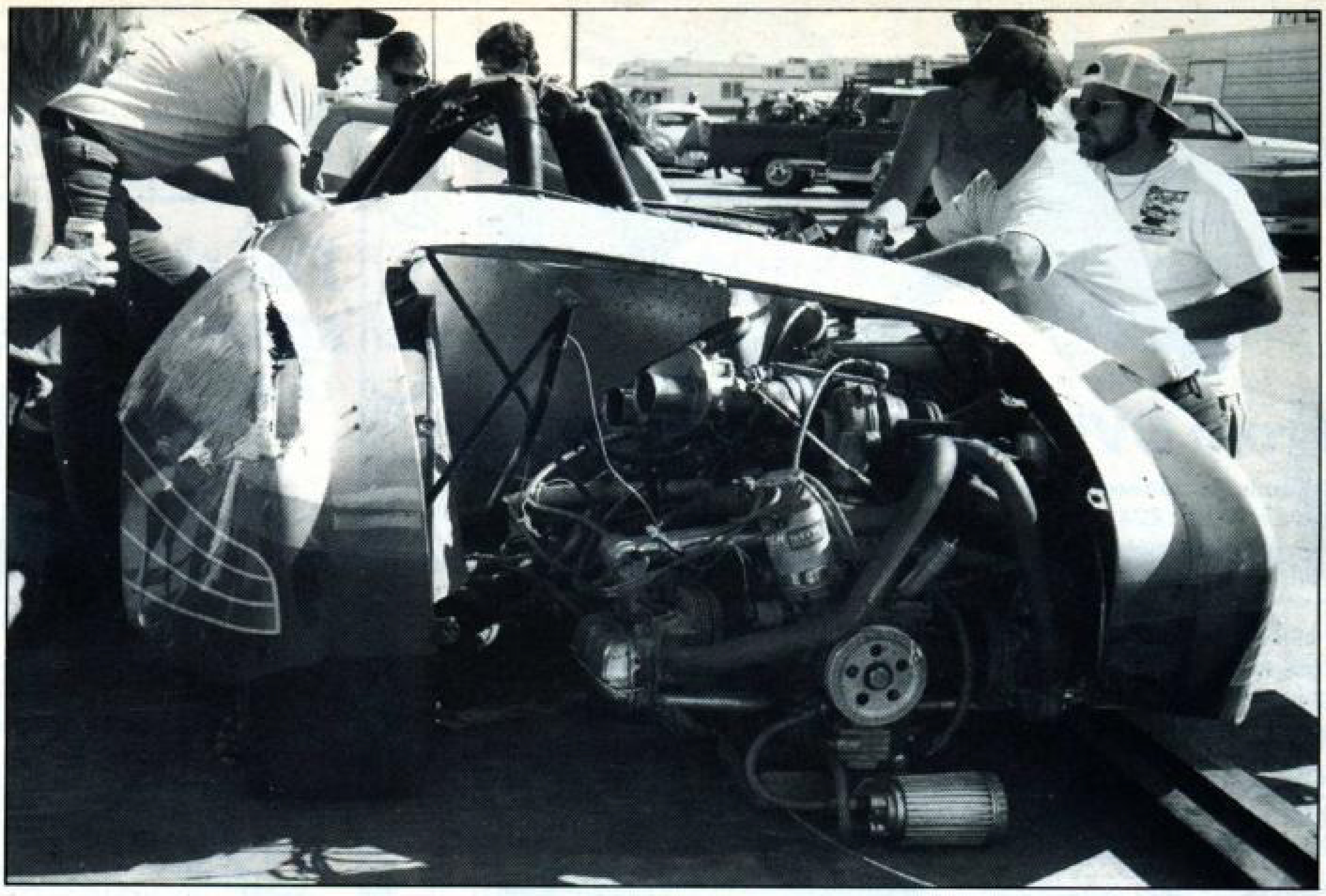


***Above: Front end is a simple torsion-bar system that saves on weight. Note dropped tube axle, battery, etc***



***Match racing forms a very important part of Godfrey's race calendar. Here the Ghia faces off against Brad Wagner***



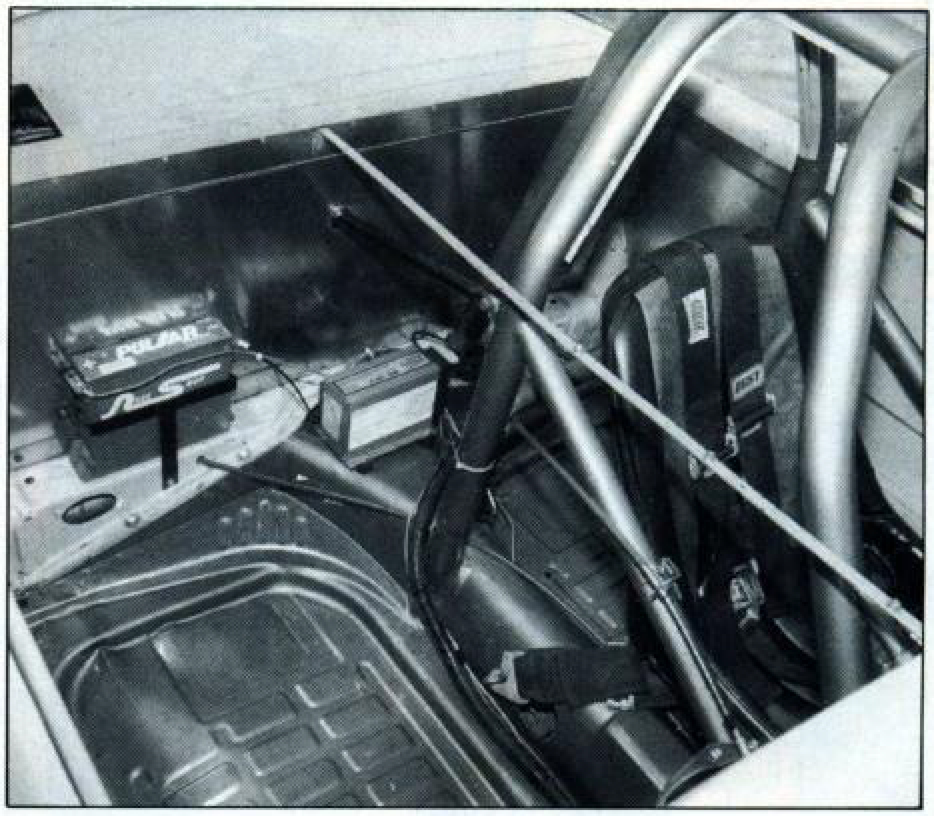


*Left: 2119cc turbocharged and injected engine pushes out plenty of horsepower as you can imagine. Headflow 'heads use 40mm inlet valves and 37.5mm exhausts. Rockers are Auto-Craft*

mildness being due to a turbocharged engine's love of short duration. Heads are by Headflow with 40mm intake and 37.5mm exhaust valves. Valve gear is from Auto-Craft with 1.25:1 rocker arms.

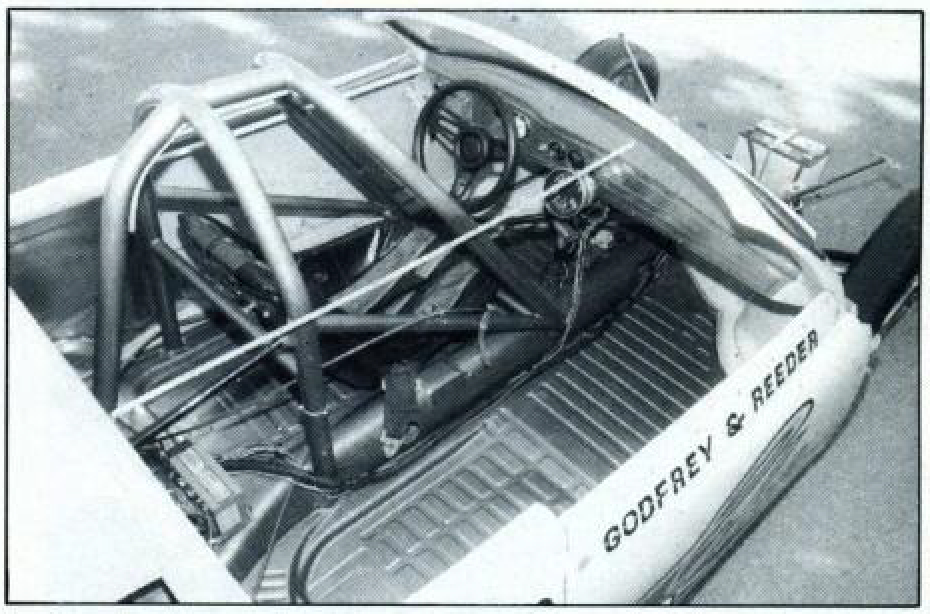
The induction side of matters is taken care of by a modified Rotomaster turbocharger, twin Turboline wastegates and Hilborn fuel-injection. A Chas Morse 1-⅝in merged collector exhaust feeds the turbine unit. The beast's power is fed to the transmission via a 3400lb Kennedy pressure plate and six-puck clutch disc.

Building a car to this specification costs a small fortune in the USA, and to do it in the UK would cost a very large one. But then, automotive perfection of this nature never did come cheap. Perhaps that's one thing Bob Godfrey's Ghia does have in common with the original – you have to pay a lot for such good looks, the difference being that Bob's delivers the performance too. **KS**



*Humble origins of floorpan are evident here – yet it's a modified stock chassis. Battery is for electronic ignition*

GODFREY & REEDER
746
Car Craft
Ghia

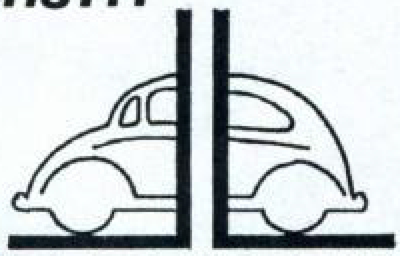


*Hefty roll-cage is a must for any race car, but following the acccident, it's pretty unlikely Bob needs any convincing!*

All models
approx. 12" long

## From CVW Designs...

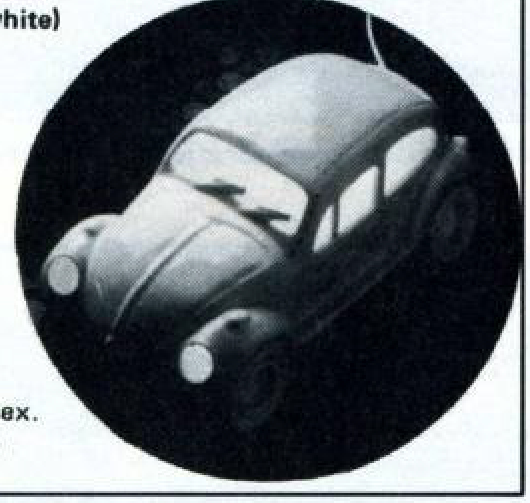
**Ceramic Car Money Boxes**
Beetle (Y,Bk) £24.90 Plain Y £10.90
Beetle Convertible (B,Bk) £24.90
Plain W, £10.90
Golf GTI Convert. (W,Bk) £24.90
Plain W. £10.90
Porsche Turbo 911 (W,Bk) £29.90
Plain W, £12.90
*B-blue, Bk-black, W-white, Y-yellow*



**Wooden Bookends** Beetle £11.90

**Ceramic Car Novelty Lights (white)**
Beetle £19.90
Porsche Turbo 911 £21.90

**Personal number plates £3.90**



*Prices include VAT, p & p.
Allow 28 days for delivery.
Cheque with order please or
phone in your Access/Visa
card number.*

Colne Valley Workshop,
Colne Engaine, Colchester, Essex.
Tel: Earls Colne (0787) 52325

*BATTERIES: for Beetle, Golf, Polo & Derby
only £25 with a 3 year guarantee.
EXHAUSTS: Box & Tail for Golf & Polo
from £18·50; Beetle from £18·29.*

## *For the best in VW/Audi spares, repairs & service*

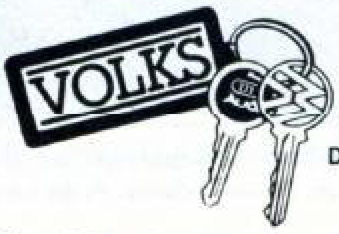
***Leaders in VW/Audi specialisation since 1976***

May we fit your next Clutch?

| | |
|---|---|
| Golf/Jetta 1100/1300 | **£90.00** |
| Polo/Derby | **£90.00** |
| Golf/Jetta/Scirocco 15/1600 | **£92.00** |
| Golf/Jetta/Scirocco 1800 | **£99.50** |
| Audi 100/Passat 5cyl. 2.2 | **£143.00** |
| Audi 100 4cyl. | **£109.50** |
| Audi 80/Passat 4cyl. | **£106.61** |
| Beetle 1200/1300 | **£63.25** |
| Beetle/Transporter 1600-76 | **£82.00** |

Prices include VAT, fitting and a 2 year guarantee
with no hidden extras.

***The best prices
in the county***



**VOLKS**
CITY SPARES LIMITED
7 Cattewater Road · Cattedown · Plymouth
Devon PL4 0SE. TEL: Plymouth (0752) 227116

**VOLKS**
ENGINEERING
Wesley Street · Redruth · Cornwall TR15 2EG
TEL: Redruth (0209) 217161

If you'd like to know more,
come round and see us.

***You'll like the way we work***

Opening hours: Mon – Fri 9·00 – 5·30; Sat 9·00 – 1·00

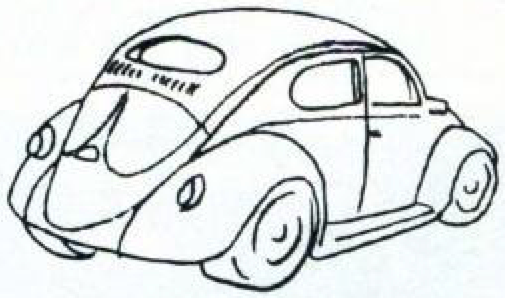
*DEVON & CORNWALL AGENTS FOR* Autocavan

**BUS BOYS** INC.

*Manufacturers of Cal-Look
Bus products, including
lowering kits, is now seeking
European distributors.*

Catalog $\$5^{00}$ 20460 Der Kinder Rd.
(916) 222-2697 Redding, CA 96003

**VENTURA CUSTOM MOULDINGS**
present
**THE BEETLE OVAL REAR WINDOW KIT**



This kit comprises of inner and outer window panels, engine lid, number plate light and rear valence panel.

Made from top quality fibre glass.

THIS KIT WILL FIT ALL BEETLES FROM 1957 ONWARDS

Easily fitted using normal hand tools

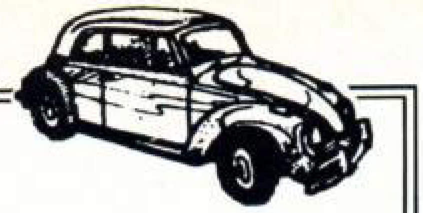
COMPLETE KIT £265.00 (VAT incl.)

PLUS ALL USUAL ENGINE & BODY MODIFICATIONS FOR BEETLES UNDERTAKEN

For further details contact:

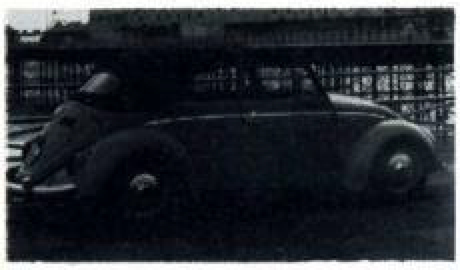
VENTURA CUSTOM MOULDINGS
Unit 13, Ventura Place
Factory Road
Upton
POOLE
Dorset
Tel: (0202) 631920

**Volksline**



55, Windsor Street, Burbage,
Hinckley, Leics. LE10 8EF.
Hinckley (0455) 618361 (24 Hour) or 39255.

THIS DISCOUNT VOLKSWAGEN
ENDS AUDI PARTS.



*** Parts and accessories.**
*** 24 hour breakdown recovery.**
*** Restoration of beetles.**
*** Beetles for sale from £2100.**
*** Service and repairs.**
*** Krypton tuning.**
*** Mot station.**
*** Open 7 days.**

Suppliers to trade
and the public.

Fast mail order anywhere.

VISA ALL CREDIT CARDS WELCOME.

DELLORTO
GIVES YOU THE EDGE WITH
SUPERFORMANCE

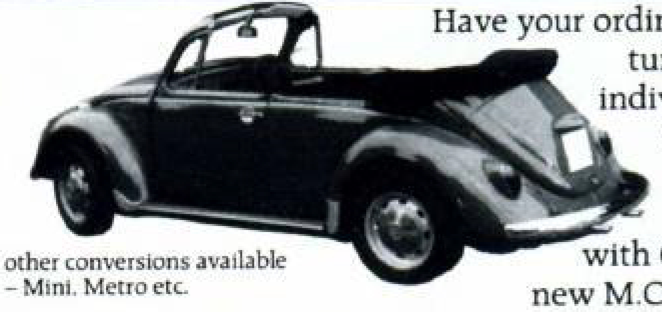
Dellorto Carburettors. Fitted to many of the World's top performance cars.
Ultra-competitive performance at a real bargain price and much cheaper than in Italy!

Send 25p (preferably in stamps) to cover postage for literature and a Dellorto Superstacker

Name ____________________

Address ____________________

DELLORTO, 13 Boult St., Reading, Berks RG1 4RD

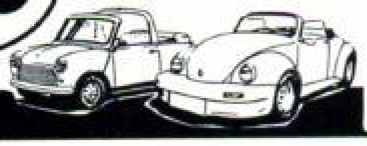


Have your ordinary "Peoples Car" turned into a highly individual convertible or part ex. it for a fully refurbished converted Beetle with 6 months tax and new M.O.T. – from £2,500

other conversions available
– Mini, Metro etc.

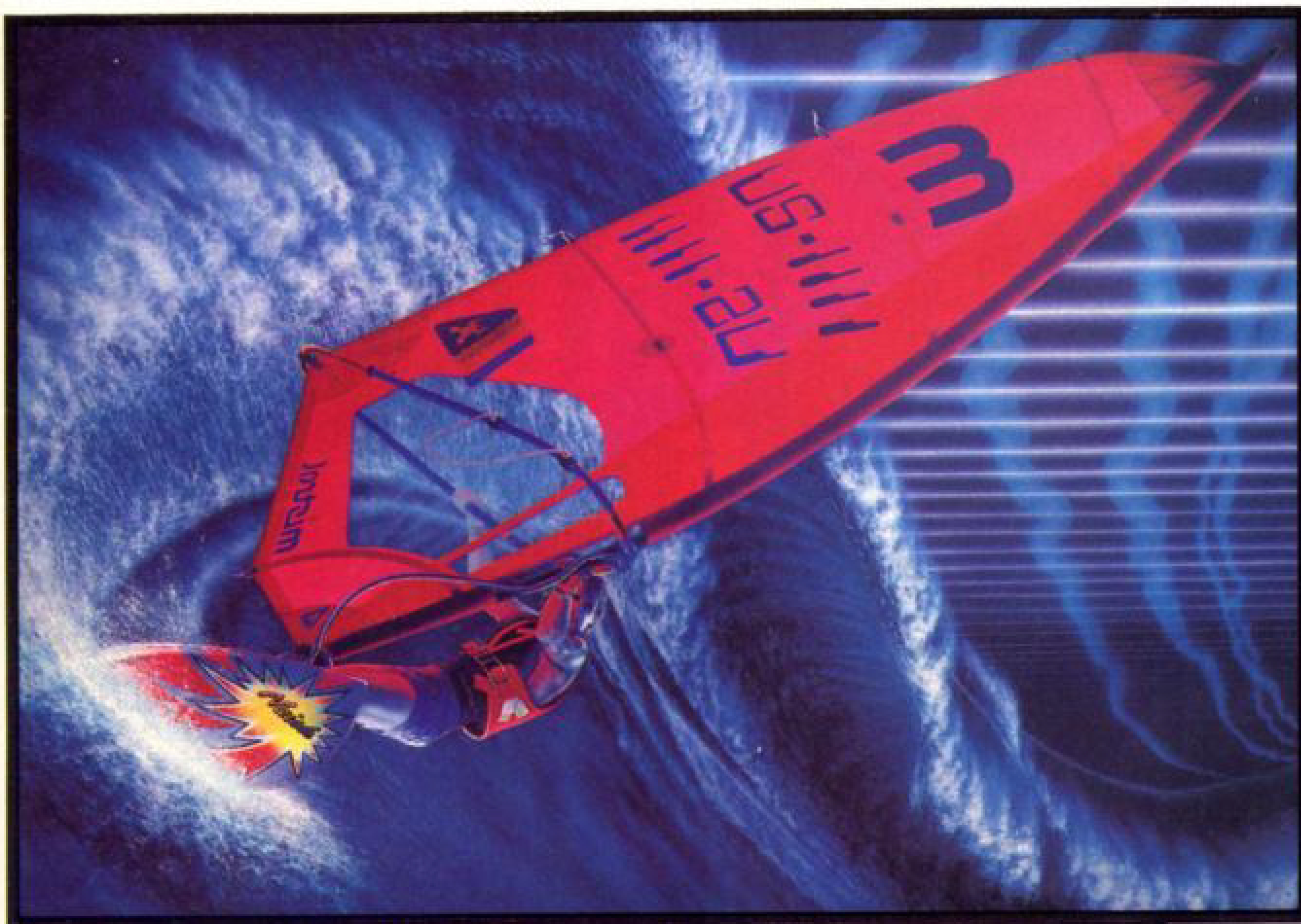
*We also supply new body or mechanical parts (standard or customised) for Beetles.*

SMS CONVERSIONS



for further info. ring:
**051-486 3994**

or send S.A.E. to:
**Unit 5, Edwards Lane Ind. Est.
Edwards Lane, Hunts Cross,
Liverpool L24 9HW.**



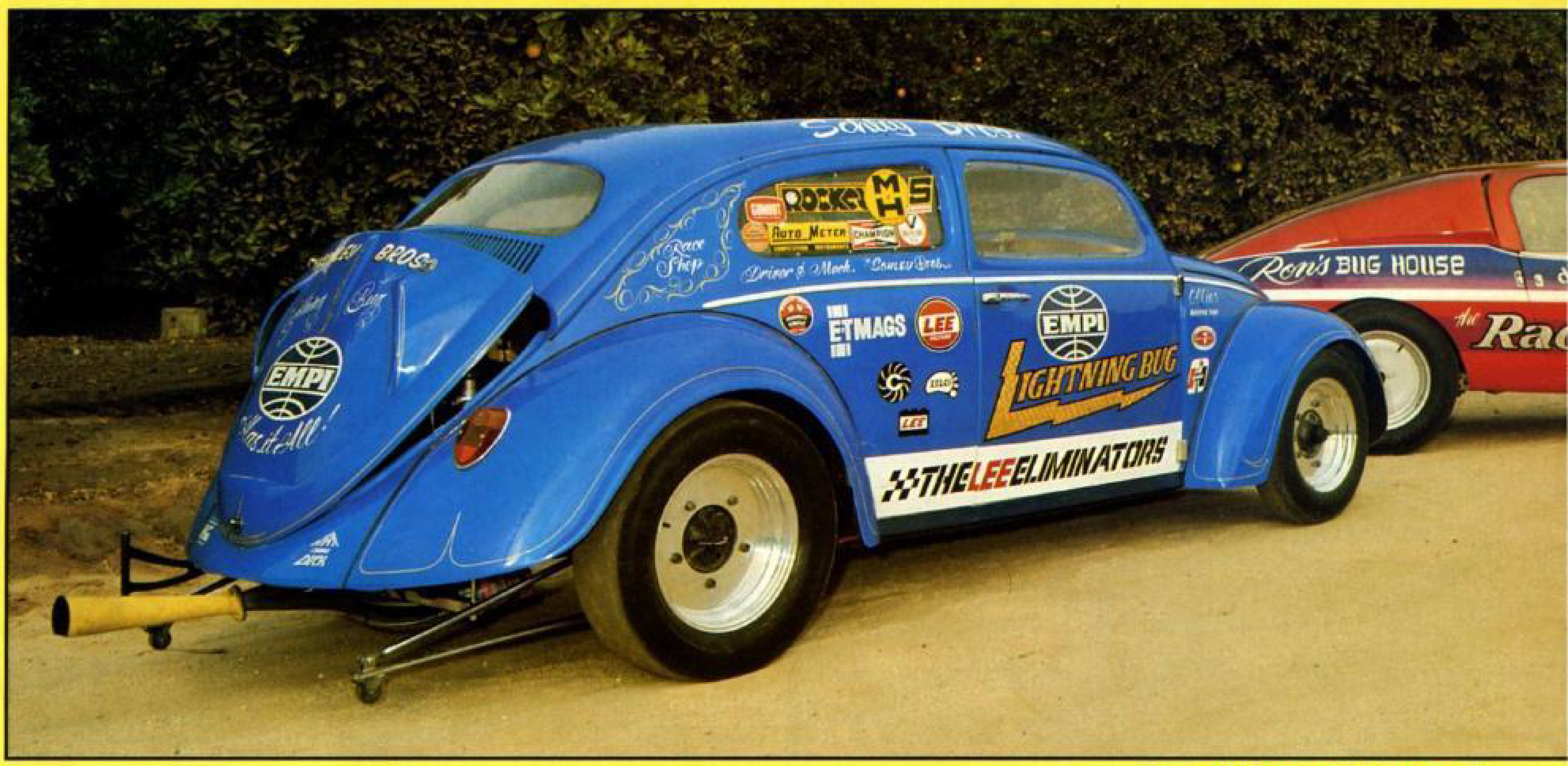
**1111
A
LIMITED
EDITION
PRINT**

Each limited edition print signed and numbered by the artist, Mike Masters, and also signed by Robby Naish.

First in a series of limited edition fine art prints, "1111" was created by noted artist, Mike Masters. This latest work is a compelling combination of colour and design, and will be a stunning accent for any setting. Only 750 signed and numbered prints are available at £29.95 each. There is also a special edition with each print signed by the artist only at £12.95. These fine art prints contain all the rich depth and sensitivity of colour contained in the original painting. Reproduced on the finest grade heavyweight paper with lightfast inks, such rare works of art will appreciated and treasured for generations.
PRINT SIZE: 24" x 31"

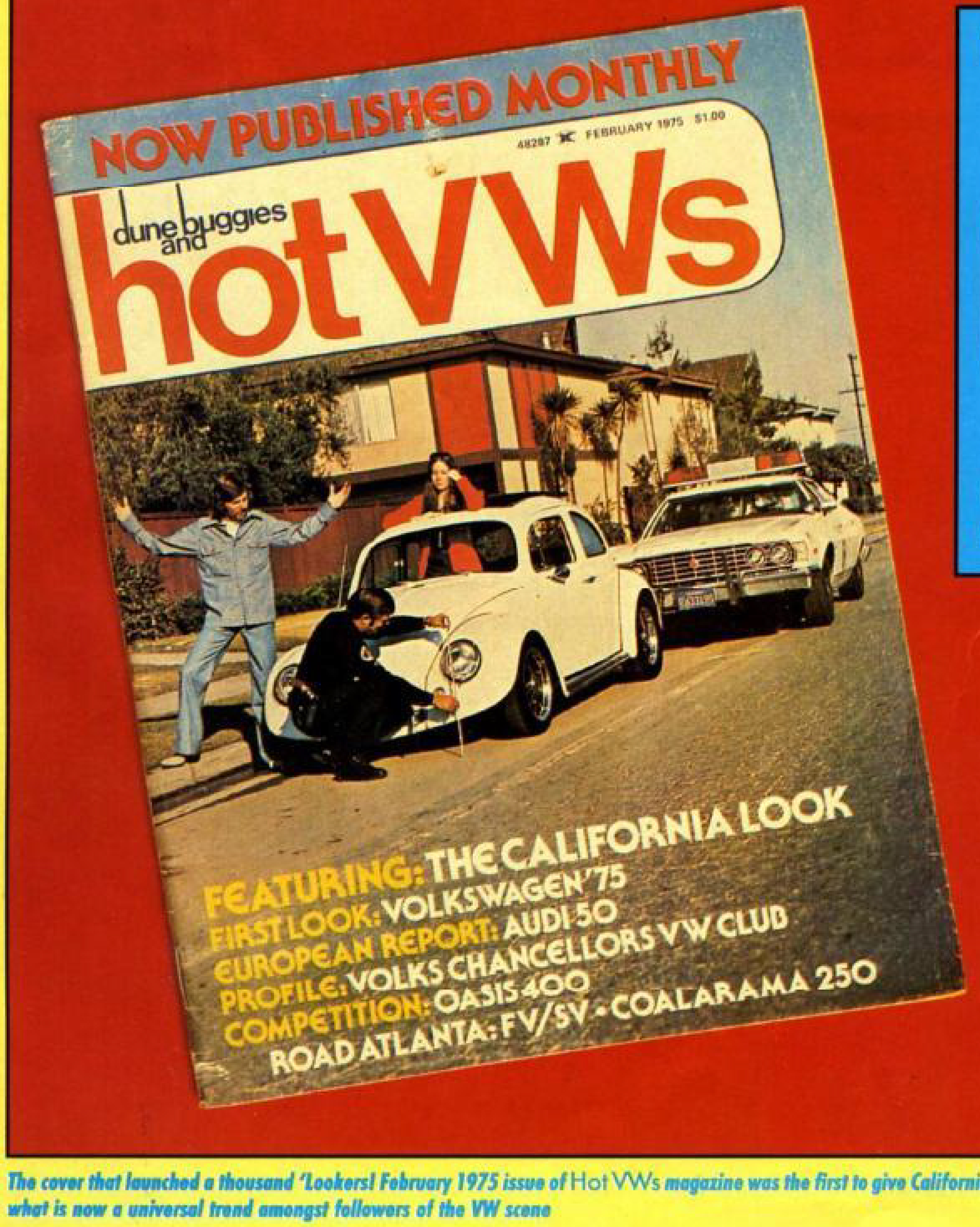
Please send me ☐ limited edition "1111" @ £29.95 each.
Please send me ☐ special edition "1111" @ £12.95 each.
(please add £2.50 per order for p & p and insurance per order).
Name ....................................
Address ....................................
.................................... VW

**• ART • WORKS •**
**• Cupar Road • Pitlessie • Fife • KY7 7SU • Scotland •**
**• Telephone (0337) 31172 •**


Schley Bros
BROS
EMPI
ROCKEY
M H S
AUTO METER
CHAMPION
Race Shop
Driver & Mech. "Schley Bros"
ET MAGS
LEE
EMPI
LIGHTNING BUG
THE LEE ELIMINATORS
Ron's BUG HOUSE
the Rac

**Above: Schley Bros Lightning Bug and Vittone's gasser typify cars that inspired the Cal Look and made it so popular**

***Everyone's going crazy about the Cal Look style, but not everyone knows where it came from! We dust off the VW history books and discover that the roots of the 'the Look' go back as far as the Year 1956. . .***


NOW PUBLISHED MONTHLY
48287 FEBRUARY 1975 $1.00
dune buggies and hot VWs
FEATURING: THE CALIFORNIA LOOK
FIRST LOOK: VOLKSWAGEN '75
EUROPEAN REPORT: AUDI 50
PROFILE: VOLKS CHANCELLORS VW CLUB
COMPETITION: OASIS 400
ROAD ATLANTA: FV/SV • COALARAMA 250

***The cover that launched a thousand 'Lookers! February 1975 issue of*** Hot VWs ***magazine was the first to give California Look any real publicity what is now a universal trend amongst followers of the VW scene***

# THE CAL LOOK STORY

Without any doubt, no aspect of VW customising since the Beach Buggy craze has caught on as fast as the California Look. We may have seen the wide-winged, XJ6-tyred, zoom-tubed Bugs come and go, we may have seen the Baja Bugs try to get off the ground, but nothing comes close to the Cal Look fever that has swept the country over the past year or so. Who knows, you might even own one yourself! But do you know where the expression 'California Look' came from, and when? Read on: what follows is the definitive history of Cal Look.

It was back in the February 1975 issue of the American magazine *Hot VWs* that the term California Look first ever appeared, but the story actually begins much, much

vittone
Shop

earlier than that, like 19 years earlier! In 1956, the VW tuning game took off with the formation of a company by the name of EMPI – a name today associated with the Mr Bug range of bolt-ons. EMPI started out by manufacturing replacement valve guides for VW air-cooled motors, but soon went on to produce some hop-up goodies for the otherwise unloved Bug.

A few years later in 1962, famed American race driver Dan Gurney drove an EMPI-prepared Bug by the name of Inch Pincher – so called because it stole performance away from vehicles with bigger cubic inch engines – to a victory in an event at Nassau Speed Week. This car went on to become the most famous drag race VW ever in the hands of two gentlemen by the name of Dean Lowry and Darrell Vittone. Lowry went on to form his own company, Deano Dynosaurs, while Vittone headed EMPI until its demise.

In '63, EMPI introduced the GTV which was intended to be a sporty version of the Bug sold through VW dealerships. They came standard with the desirable Speedwell-BRM wheels, which Richie King is using on his new Cabrio, and a whole host of EMPI goodies. Sadly the whole deal went sour and EMPI was forced into decline. However, the impact of EMPI as a company had not gone for ever because a group of VW performance enthusiasts got together in Orange County, California, forming a club by the name of Volkswagens Unlimited. Under the guidance of one Ron Fleming, the club built a group of cars that not only looked neat but went like crazy too. A name change to Der Kleiner Panzers was the next stage in forming the most prestigious VW club in the USA.

The club put on the first all VW drag race meeting at Carlsbad Raceway in 1966, two years before the first ever Bug-In took place.

Ron Fleming was working for a VW dealership in Santa Ana a year or so later when he and fellow VW nut Don Crane put together the first stroker VW motor using a 78mm crankshaft. This car became known later as Under Dog and raised hell on the drag strips for some time. The street look back then was to have a clean paint job, chrome wheels, Goodyear tyres and no bumpers. A Weber carbed motor and stock – or even slightly increased! – ride height completed the style.

A fellow DKP member by the name of Greg Aronson bought himself a '63 sunroof Beetle, but little did he know that it was to become the first car to carry what is now known as the 'California Look'. Aronson painted the car white, added some BRM wheels, Pirelli tyres and a hot Webered motor and, significantly, paid a body shop to weld up all the trim holes after removing the chromework. A Select-A-Drop welded onto the axle beam lowered the front and set a style that was to last for an eternity. The car was clean, simple and capable of 12-second quarter miles!

Aronson sold the car after removing the hot engine and beefed up transmission whence it fell into the hands of Jim Holmes of Yorba Linda, California. When he raised enough money, Holmes went back to Fleming and Aronson – by then in business as Fleming and Aronson Performance – and had them build what was to become the archetypal Cal Looker's engine: stock stroke crank, 88mm barrels and pistons, Engle 110 camshaft, Bosch 010 (pre-009) distributor, Porsche diaphragm clutch and dual 48IDA Weber carbs. Street-screamer 1700s soon became *de rigeur* on the West Coast.

All this was taking place around '71 or '72 (yes, 15 or 16 years ago!), but still it was a movement limited almost entirely to the Orange County area of Los Angeles. In 1972 *Hot Rod* magazine ran a picture of some of the cars belonging to Der Kleiner Panzers, but still no mention of two little words. . . .

Fast forward three years and more specifically to the cover of the February 1975 *Hot VWs* magazine. As a result of the efforts of Jere Alhadeff, a VW loving journalist, the magazine ran its most significant issue ever: it was the first time that the words 'California Look' appeared in print to describe what was happening out there on the street and strip. The Jim Holmes, ex-Aronson, white '63 appeared on the cover having its headlamp height measured by a CHiPs officer and inside there were 12 pages describing the 'Look', its cars and what you had to do to build a Cal Look Bug. There also appeared a four-page story on how to lower the front end of your Beetle by cutting and removing torsion bar leaves from the axle beam.

dune buggies and hot VWs
A/MC RECORD HOLDER
4-WHEEL DISC BRAKES
KELMARK KIT CAR
CALIFORNIA LOOK
dune buggies and hot VWs
Cal Look
HOT VWS DRAG DAY
CAL LOOK HISTORY
6-VOLT: PART 2

Hot VWs *soon realised that there was enough material to do an annual California Look issue with loads of feature cars inside. How-to stories gave low-down on lowering, tuning, dechroming and so on, while feature cars abounded*

The issue had a profound and lasting effect on me – in August '75 I dechromed and lowered my 1500, built a hot Webered motor and thoroughly got into the Look. Oh yes, a group of us formed a club called Air-Kool Kustoms, but none of us is perfect. . . .

To describe the original Cal Look style in its entirety, I can do no better than quote the text from that February '75 *Hot VWs*. It makes interesting reading and brings home to you just how much Cal Look has changed over the years. Nobody talked about lowering the back suspension, there were no graphics, no bumpers – just nerf bars – and White or Porsche India Red were the colours to go for. Well perhaps the latter hasn't changed, but the choice of engine has: every Looker in those far off days had a hot engine. It was the style after all.

So, here we are then: the original definition of California Look as written by Jere Alhadeff of *Hot VWs*.

**KS**

*Here in the southern area of the West Coast a breed of customized Volkswagens has evolved that is, for the most part, completely unlike what the average VW freak has come to expect a customized VW to look. Needing a term to best describe the difference between this style and the others, we here at the magazine settled on the 'California Look'. Our pin striping friend, Shaky Jake, who is an expert on such things, says we could have been even more definitive by calling it the 'Orange County Look', since this is where the style actually originated. This is probably true but we're sticking by our original term – mainly because outside of California who the hell knows where Orange County is?*

*As near as can be determined, the California Look was spawned on the drag strip where aerodynamics and weight are* ▶

*Bug Jam '87: the UK under seige from more Cal Lookers than anyone thought existed outside the USA – and still the trend keeps growing, showing no signs of slowing down*

# HAND MADE.

italvolanti

*You won't find a better steering wheel than an Italvolanti.*

*We painstakingly construct every rim to ensure perfect roundness every time.*

*Then we cover it in high quality leather taken from selected Italian hides.*

*And then we do what very few manufacturers do.*

*We hand finish it.*

*And we do this because we believe there is still no better way to achieve perfection.*

*If all this sounds familiar then chances are you've seen one of our wheels, or better still, held one.*

*Almost every specialist tuner, or body styling specialist uses our wheels – and now even major manufacturers are becoming wise to our quality.*

*However you don't have to wait for them.*

*With so many styles, and so many colours to choose from we probably have a wheel that's right for you right now.*

*Italvolanti. The widest choice, the wisest choice.*

**italvolanti**

**dreamwheelers**

CHEPSTOW PLACE, HARROLD, BEDFORD.
(0234) 720068

# THE CAL LOOK STORY

critical factors in top performance. This is why the cars that feature the California Look are lean, clean and completely functional looking as opposed to the other custom styles that tend to be rather bulky and cluttered looking. The average customs are built mainly for show, while the cars featuring the California Look are almost all top contenders in their drag racing classes.

The California Look can best be described by pointing out the major differences between it and what constitutes the average customized VW. One of the most obvious differences is in the paint job. Wild color schemes and heavy metallic paints aren't part of the California Look. Here the style runs more to tasteful basic colors, professionally applied and rubbed to flawless finishes that would do justice to a Rolls Royce. It is these paint jobs combined with an absence of all chrome trim that does the most to give the cars the subtle, squeaky clean, uncluttered appearance that is the real heart of the California Look.

Neither are wide mag wheels and super fat tires a part of the California Look. The reason is that they are too heavy for drag racing, offer too much rolling resistance, and are usually of too large a diameter for optimum drag race gearing.

Proponents of the California Look tend to seek out obscure, hard to find alloy wheels such as the BRM/Speedwell or the EMPI eight-spoke models that are no longer imported. Rim widths are 5½in maximum, the idea being to fill the wheel wells, but not overpower them.

Radial tires are definitely a part of the California Look, chosen mainly for their superior traction, lower rolling resistance, and lighter weight. Smaller diameters are used at the front than at the rear, mainly to keep the front end low and the steering light and positive. Because of the wheel/tire combinations, bulky flared glass' fenders are not a part of the California Look, though glass' hoods and deck lids can be.

Another readily recognized feature of the California Look is the dropped front end. This again is a drag racing originated practice that is completely functional rather than just 'for looks'. It increases the car's angle of attack to the airstream and greatly improves front end stability, as well as eliminating front end lift at speeds above 100mph through the use of increased air pressure working on the surface of the hood. Unfortunately this practice can get the owner in a lot of trouble with the gendarmes, both here in California as well as in several other states where the vehicle code specifies a minimum ground-to-headlight distance. In California the distance is 24in, measured from the ground to the center of the light (all of which explains our cover shot on this issue).

In California, an equipment violation such as this has to be rectified before the ticket can be signed off. This can be a hassle, since most dropped front ends are a permanent modification. However, ingenious California Look owners have devised several methods of raising the offending front ends back to normal specified legal heights with a minimum of time, effort or expense. We don't want to tip the DMV to anyone's secrets, so we'll just say that air shocks are one of the more obvious solutions and leave the rest up to your imagination.

California Look interiors are also purely functional. They usually feature full, custom instrumentation and custom front buckets, along with custom upholstery. What they don't have are elaborate shag carpeting, angel hair or other purely show-type gimmicks.

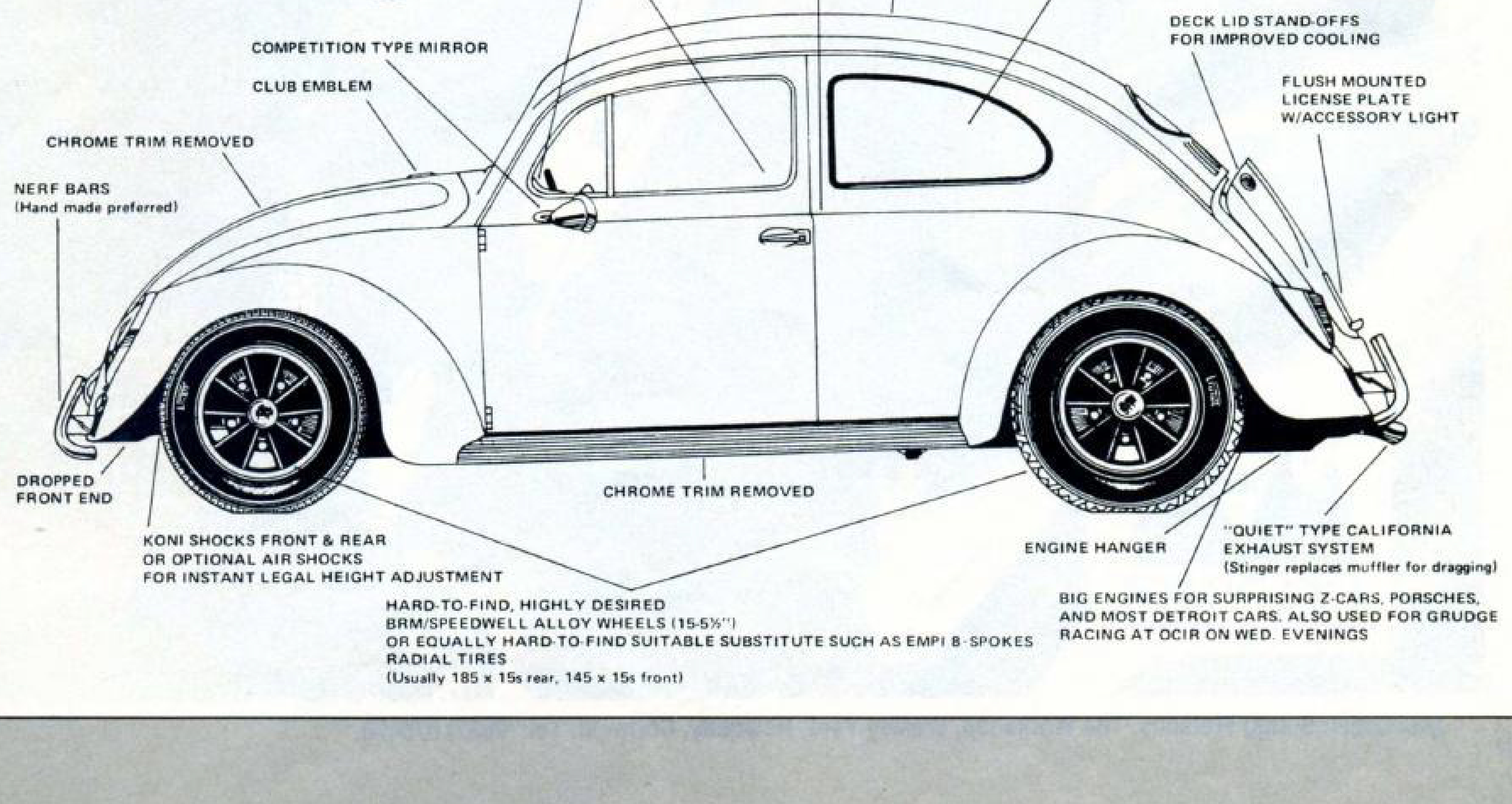
From what we've seen, the average custom rarely has anything in the way of engine modicifactions other than a dual throat carburettor, centrifugal advance distributor, and an extractor exhaust system. Most California Look customs worthy of the name feature engines that have been modified to the limit – bore, stroke, cam, dual Webers – everything they need to make them top runners at the drags.

So, here it is – the California Look. We hope you like it, but mainly we hope that it will give all of you custom fans some good ideas that can be applied to your own custom VW projects.

BY LANE EVANS

**Right:** Hot VWs **history lesson! Below: Artwork from Feb '75 issue shows how to Cal Look your Beetle!**

The California Look


CUSTOM DASH & INTERIOR
SUPER NEAT ONE-COLOR CUSTOM PAINT JOB
(No metal flake)
CHROME TRIM REMOVED
TINTED GLASS FOR PRIVACY
DECK LID STAND-OFFS
FOR IMPROVED COOLING
COMPETITION TYPE MIRROR
CLUB EMBLEM
FLUSH MOUNTED
LICENSE PLATE
W/ACCESSORY LIGHT
CHROME TRIM REMOVED
NERF BARS
(Hand made preferred)
DROPPED
FRONT END
CHROME TRIM REMOVED
KONI SHOCKS FRONT & REAR
OR OPTIONAL AIR SHOCKS
FOR INSTANT LEGAL HEIGHT ADJUSTMENT
ENGINE HANGER
"QUIET" TYPE CALIFORNIA
EXHAUST SYSTEM
(Stinger replaces muffler for dragging)
HARD-TO-FIND, HIGHLY DESIRED
BRM/SPEEDWELL ALLOY WHEELS (15-5½")
OR EQUALLY HARD-TO-FIND SUITABLE SUBSTITUTE SUCH AS EMPI 8-SPOKES
RADIAL TIRES
(Usually 185 x 15s rear, 145 x 15s front)
BIG ENGINES FOR SURPRISING Z-CARS, PORSCHES,
AND MOST DETROIT CARS. ALSO USED FOR GRUDGE
RACING AT OCIR ON WED. EVENINGS

# The home of beautiful Beetles

BROOKS BEETLES HSG The Friendly One

**SALES**

We urgently require Beetles
Best prices paid – buyer calls
Fully restored Beetles normally available
12,000 miles 12 months' guarantee
Prices £2,000 to £3,000
Lesser prices sometimes available.

**SERVICE**

All mechanical repairs
Reconditioned engines
Campers + Saloons.

BROOKS BEETLES
Oxford 15 miles
Aylesbury 5 miles
High Wycombe 7 miles Junction 4 M40
Hemel Hempstead 16 miles

**STORES**

Now all VW Audi parts
Mail Order same day
Service discount.

**BODYWORK**

Resprays – insurance repairs
Total restorations our speciality
Reupholstery – head linings
Cabrio hoods.

**AIR COOLED OUR SPECIALITY**

SUNROOFS Full length £255 + VAT
Glass £120 + VAT

Full range of accessories – wheels, spoilers, trims, seats, all available.

**WELDING**

Full panel replacement service – Seam welded – Rustproofed – Sandblasted – Steam cleaned – Undersealed – Waxoyled.

**BRITAIN'S LEADING VW RESTORER**

**OUR REPUTATION – YOUR GUARANTEE. Open 8.30–5.30pm daily, 8.30–1.00pm Saturday.** *Stores Only* **10–1pm Sunday**

**BROOKS BEETLES**
HIGH STREET GARAGE PRINCES RISBOROUGH BUCKINGHAMSHIRE
**Tel: 08444-4893 OR 08444-4592**

RAC VISA

SNUGG
SNUGG ORIGINAL

Photo by John Conway

**Mail Order: Snugg Wetsuits, The Workshop, Wesley Yard, Newquay, Cornwall. Tel: (0637) 878488.**

BODY GLOVE
BODY GL
BODY GLOVE

Photo of Steve Machin and friend by Jerome Satinsky

**BODY GLOVE® SPORTSWEAR**

**EUROPEAN SURFING ACCESSORIES LIMITED** IMPORTERS & DISTRIBUTORS
*8 St. Peter's Technical Park, St. Peter, Jersey, Channel Islands, U.K. Tel: 0534 84001 Facsimile: 0534 83108 Telex: 4192341 CHACOM G.*

FREEdOM
Solo
Solo
Solo
INTERNATIONAL DIFFUSION

SOLO . IS THE COMPLETE MONEY MANAGEMENT SYSTEM

SOLO GIVES YOU SAVINGS, CHEQUE BOOK, 24 HOUR CASH, MONTHLY ACCOUNT STATEMENTS, FREE BANKING, CONTROL OF YOUR MONEY, FREEDOM, INDEPENDENCE. POP DOWN TO YORKSHIRE BANK FOR DETAILS.

**Yorkshire Bank**
SOLO ACCOUNT